

4.10 AESTHETICS

This section analyzes the potential aesthetic impacts of the proposed project as defined in Section 3.0 (Project Description). The analyses for each of the four development options (A, D1-A, D1-B, and D1-C) compares visual, and light and glare conditions with previously, present (vacant), and probable future developed conditions for the project site. Shade and shadow effects were considered. However, due to the placement of proposed buildings and on-site structures, it was determined that none of the proposed improvements could have an effect off site. Due to the spatial separation of the proposed structures from adjacent uses, the proposed height limits, and the angle of the sun, there would be no potential for impacts from project related shade or shadows.

4.10.1 EXISTING ENVIRONMENTAL SETTING

Land Uses on the Project Site

Previous Land Uses

Prior to the 1900s, land uses in the area were primarily agricultural, including grazing, orange groves, and small farms. Following the construction of the Southern Pacific Railroad, these uses intensified as a result of land speculation and development pressures experienced in areas surrounding Los Angeles. By the early 1900s, land east of the railroad right-of-way was developed for industrial uses, while areas to the south of the railroad right-of-way were generally subdivided and developed into housing tracts.

From 1927-1991, the project site was used by the Lockheed Corporation to manufacture aircraft and military products. The site was utilized in two portions: the larger, northern portion was referred to as the B-1 site, and the smaller southeast site as B-199. The two sites are divided by the Coast Line of the Union Pacific Railroad. In addition, Lockheed constructed an aircraft landing strip on the B-1 site, which was used until the 1940s. In 1992, Lockheed discontinued use of the site and demolished all buildings. The land use designation for the project site is industrial (General Manufacturing/M-2), which allowed the previous manufacturing uses.

Present Land Uses

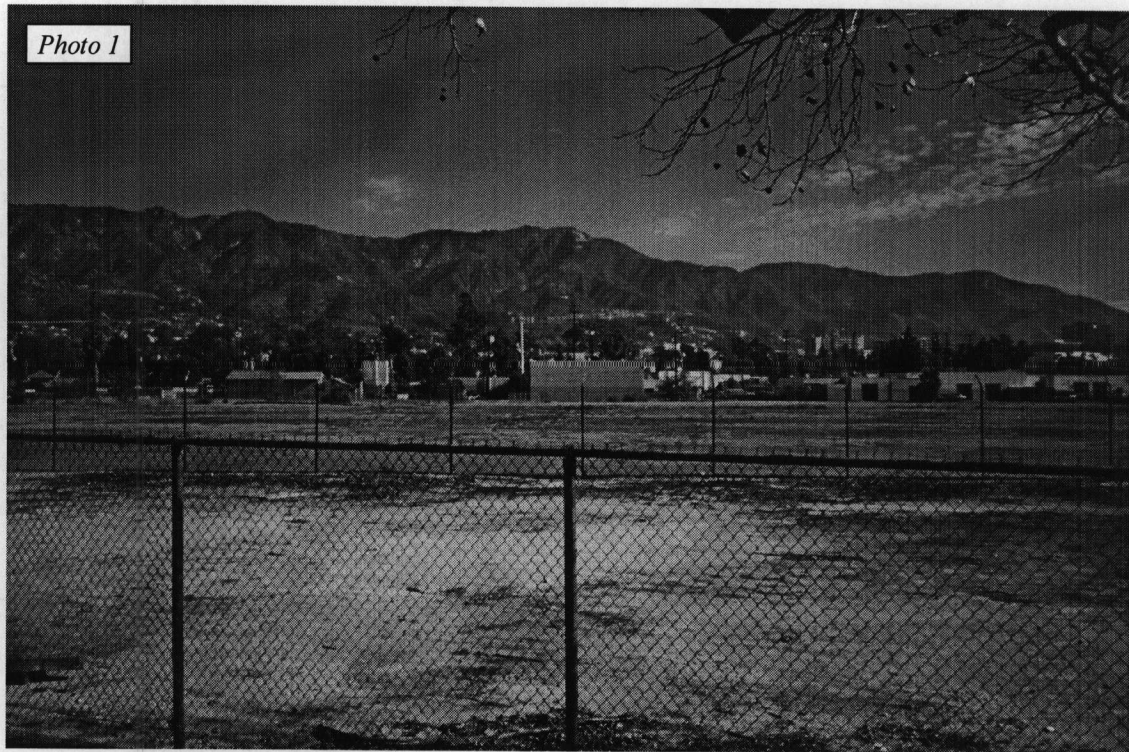
The site is currently vacant, except for activities relating to soil and groundwater remediation, which are underway as a result of contamination from prior industrial uses. Figure 4.10.1 depicts aerially the current project site (vacant) and its relationship to the surrounding existing land uses. Currently, the B-1 portion of the project site is enclosed by chain-link fencing with dark green fabric screening in most locales; the train track area is fenced by bare chain-link. The B-199 parcel is partially screened with many areas having bare chain-link fencing, allowing views of the site. Figures 4.10.2 and 4.10.3 are photographs showing the present land uses on the project site and in the immediate vicinity.



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Figure 4.10.1





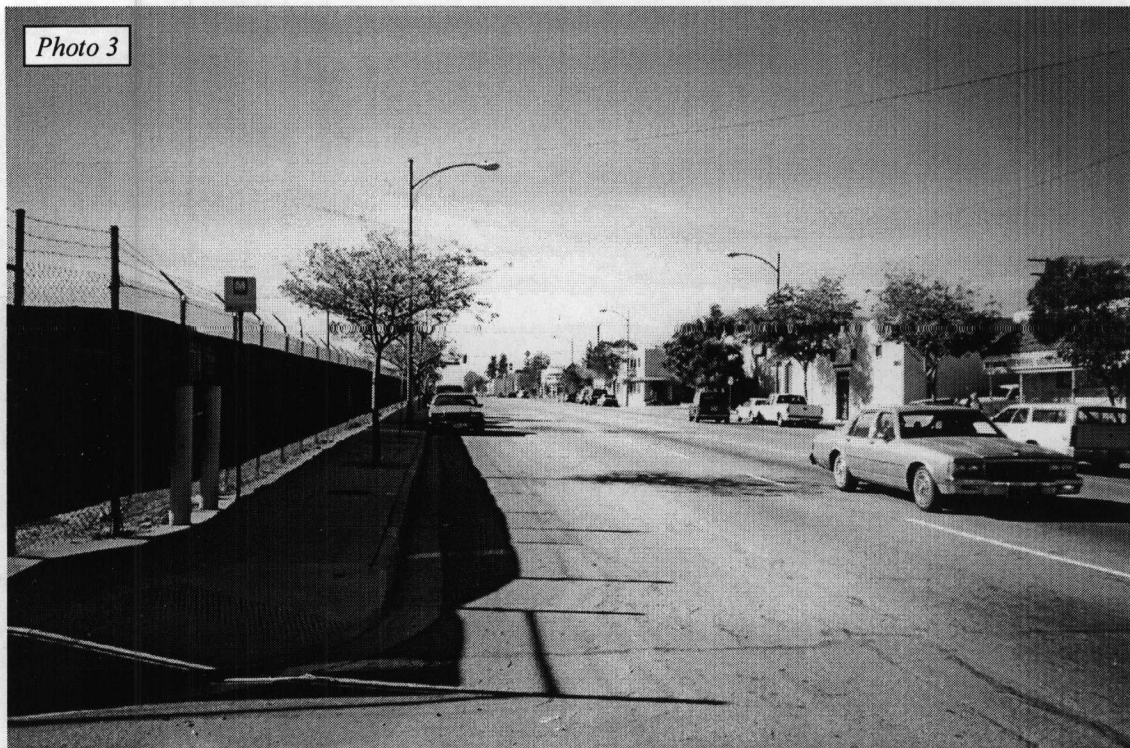
View east from existing residential onto the B-199 site with industrial in the middleground and mountains in the background.



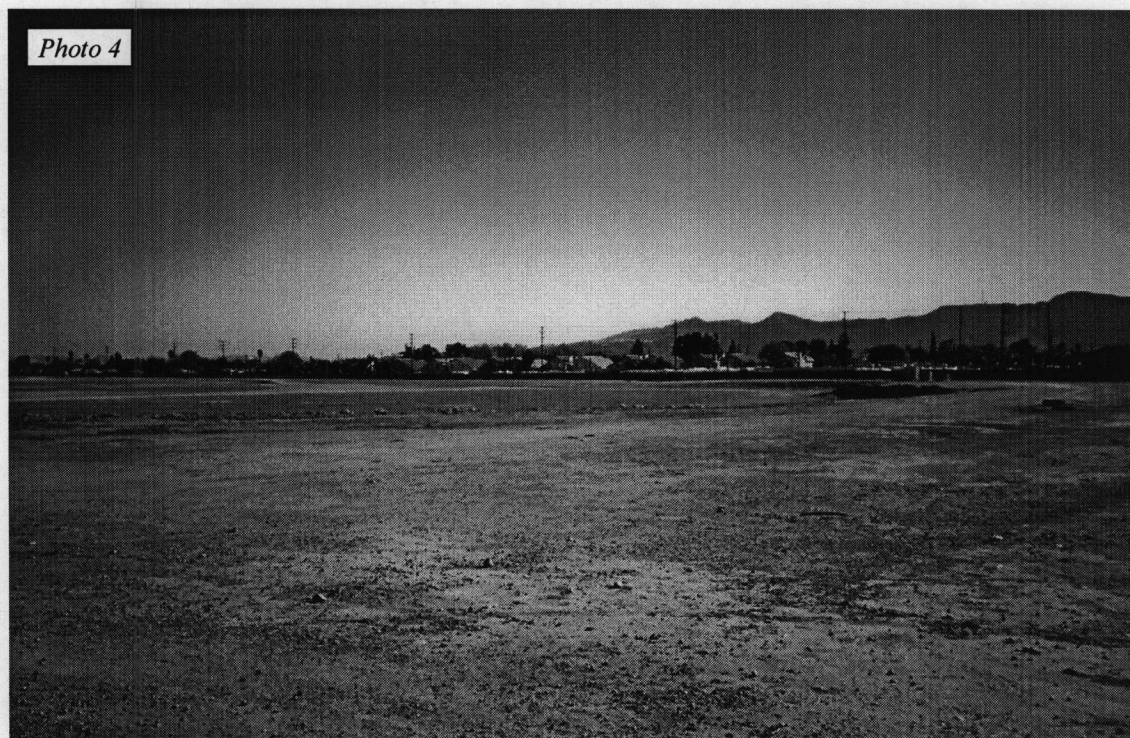
View north from existing residential onto the B-1 site with industrial in the background.

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Figure 4.10.2



View west along Empire Avenue with the B-1 site on the left and existing commercial/industrial on the right.



View south of the B-1 site with residential land uses in the background.

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Figure 4.10.3

Adjacent Sensitive Land Uses

For EIR analysis purposes, sensitive viewers include land uses such as residential, school, church, and recreational uses. In the project area, the typical sensitive viewer group includes residential neighborhoods west of the B-199 site and south of the B-1 site. These areas can be seen in the aerial photograph presented in Figure 4.10.1, and are discussed in Section 4.1, Land Use.

Existing Setting Photographs

The existing condition photographs presented in Figures 4.10.2 and 4.10.3 depict views from the adjacent residential neighborhoods (sensitive viewer groups). Additional existing photographs will be presented later in this section and compared directly with the visual simulations depicting the proposed project. These existing photos and the visual simulations were taken from similar vantage point locations.

Figures 4.10.2 and 4.10.3 depict the typical visual character of the project study area and establish the baseline visual character. These typical photographs of the project area were used to assist in determining the proposed project's potential visual impacts for each of the three development options. Brief visual descriptions of each typical view are provided for each photo on Figures 4.10.2 and 4.10.3 and in the text below.

Photo One. Photograph one (Figure 4.10.2) depicts the typical existing visual character as seen from the residential neighborhood west of the B-199 site. This view includes the vacant B-199 site in the foreground, industrial land uses in the middle-ground, and foothills and mountains in the background. This existing visual character is typical of the views east and northeast from the residential areas adjacent to both the B-1 and the B-199.

Photo Two. Photograph two (Figure 4.10.2) depicts typical views from south of the B-1 site. The views show the railroad and single family residential use in the foreground, the B-1 site in the middleground, and industrial land uses along Empire Avenue in the background. This north to northwest view is typical for the residential neighborhoods adjacent to the southern boundary of the B-1 site.

Photo Three. Photograph three (Figure 4.10.3) shows a typical view along Empire Avenue and Buena Vista Avenue, with commercial and industrial land uses along a traffic corridor with the B-1 site on the left. The commercial and industrial land uses are shown in the foreground, middleground, and background.

Photo Four. Photograph four (Figure 4.10.3) depicts the typical visual character of the existing conditions on the project site itself. Both the B-1 and the B-199 sites are vacant, with urban land uses surrounding them. The B-1 site has structures and

equipment at the far west end of the property housing a vapor extraction system (VES). There are residential land uses on the south and commercial and industrial land uses to the west and north.

General Plan

Figure 4.1.2 in Section 4.1, Land Use, illustrates the General Plan land use designations for the site and surrounding area. Currently, the project site is designated as "Industrial" (General Manufacturing) in the Land Use Element of the General Plan. This land use designation allows manufacturing land uses similar to those that were part of the Lockheed Corporation operation on both the B-1 and the B-199 sites.

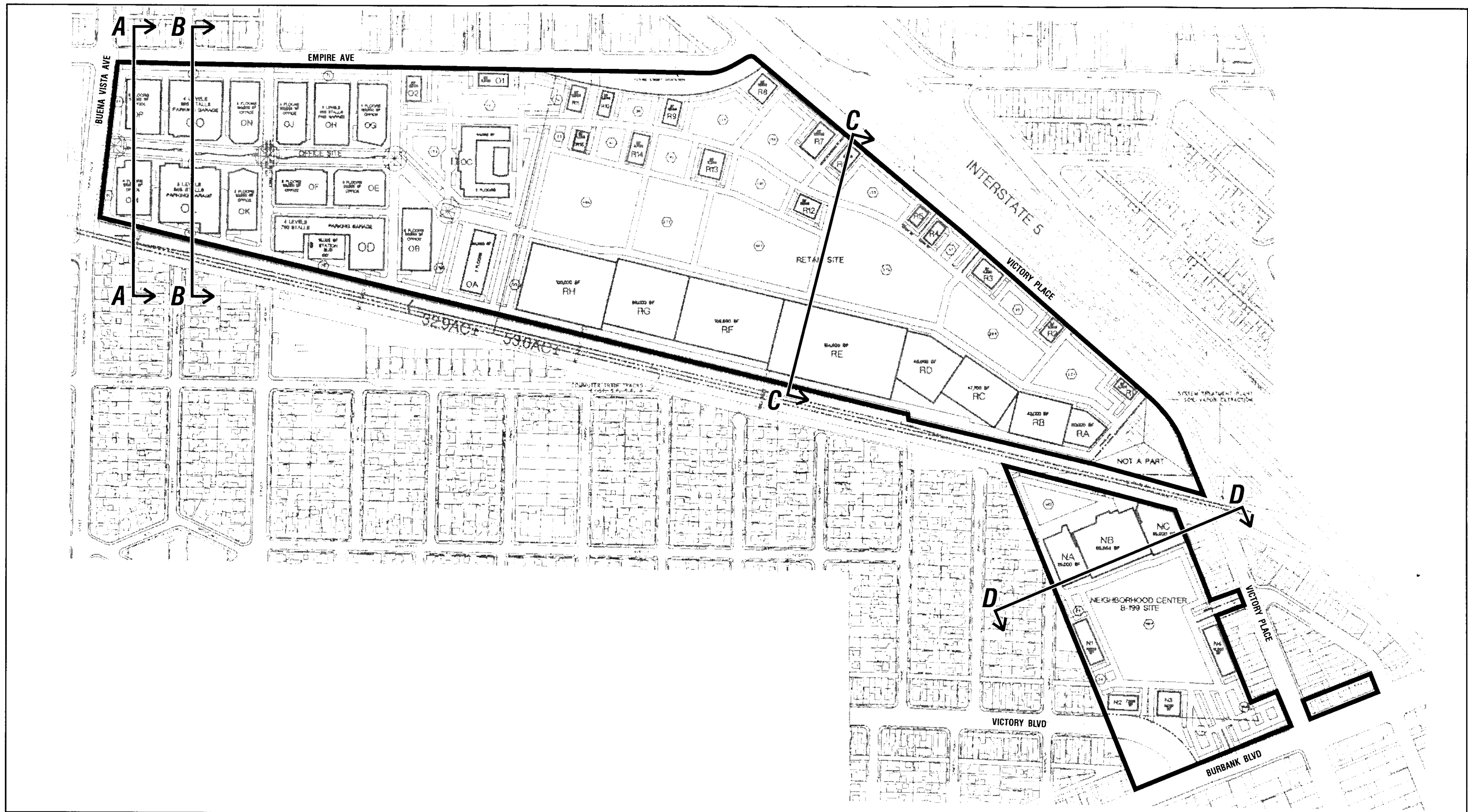
Zoning Ordinance

Figure 4.1.3 in Section 4.1, Land Use, illustrates the zoning designations for the project site and surrounding areas. The project site is currently zoned M-2 (Industrial Zone). This zoning designation would allow heavy manufacturing land uses similar to those that were previously on the site.

As discussed earlier in Section 4.1, zoning on the project site allows a maximum building height for the project site and for maximum height and square footage for signs. The existing maximum building heights and their relationship to the surrounding land uses are shown in Figures 4.10.4, 4.10.5, and 4.10.6. These maximum building heights allowed by the Zoning Code are contrasted in this graphic by scaled representations of Development Option A buildings. As can be seen in these figures, maximum building height allowed by code is stair stepped up to 70 feet at the maximum distance from the closest residential properties nearest the development boundary. Signage is proposed to exceed height and square footage requirements in the zoning code.

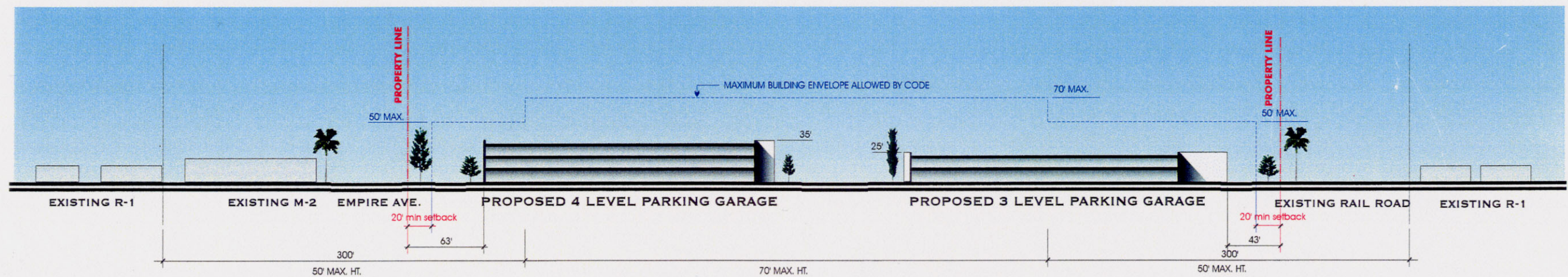
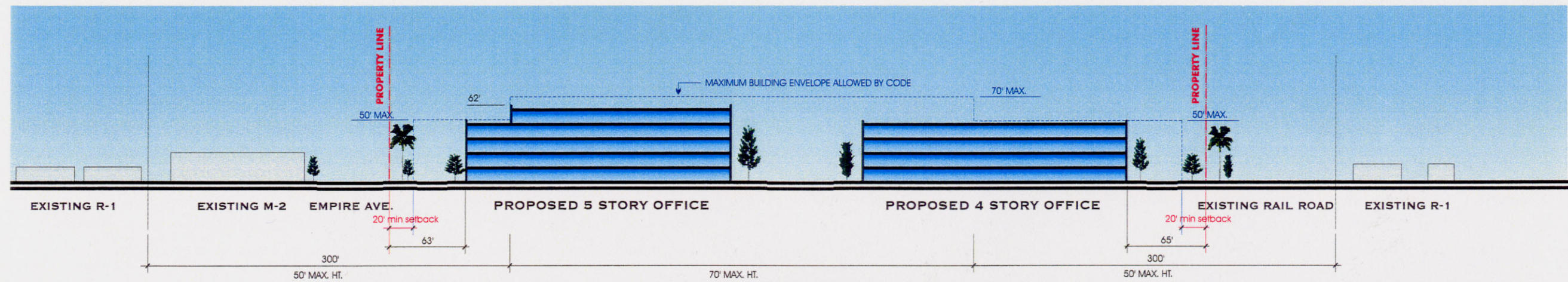
Existing Light and Glare Conditions

As discussed earlier, the project site is vacant, with no development or structures on either the B-1 or the B-199 site with the exception of the structures and equipment included in the VES plant. Therefore, there are no sources of light or glare within the existing project site. The site is within a highly urbanized corridor along the I-5/Golden State Freeway commercial corridor leading to downtown Los Angeles. This corridor is already affected by light and glare from the freeway itself and commercial signage, parking lot, and security lighting.



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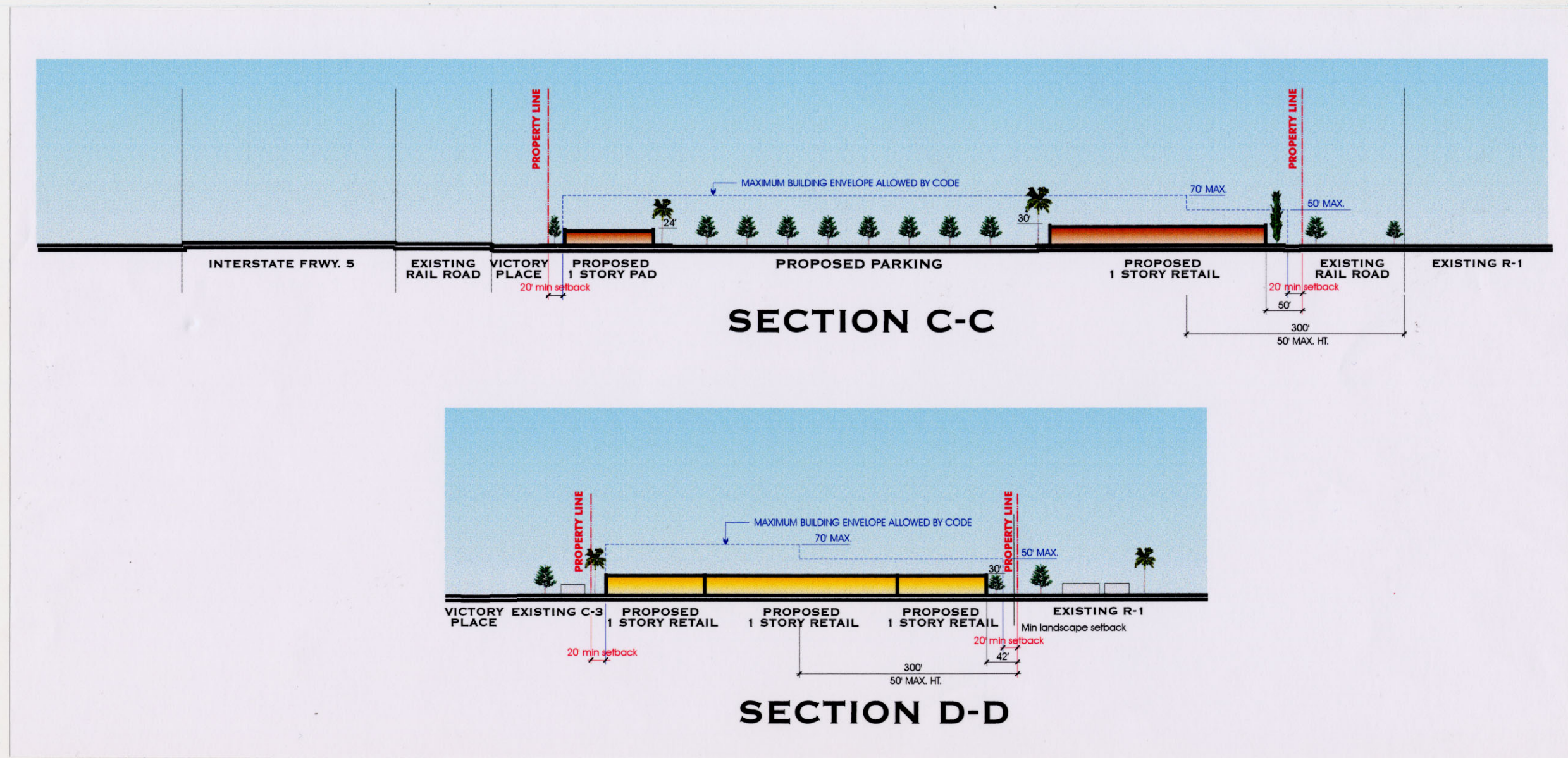
Figure 4.10.4



View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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Figure 4.10.5



View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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Figure 4.10.6

4.10.2 THRESHOLD OF SIGNIFICANCE CRITERIA

The City has traditionally used thresholds of significance based on guidance included in Appendix G of the State CEQA Guidelines before 1998. Although no longer included in the CEQA guidelines, the City wishes to continue using these thresholds. A project will have a significant effect on the environment related to aesthetics, light and glare if it will result in the following:

- Have a substantial adverse effect on a scenic vista;
- C Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway;
- C Substantially degrade and physically affect in a detrimental way, the existing visual quality of the development site and its surroundings. (The relationship between the severity of impacts on specific visual characteristics, the location of the visual impacts from sensitive land uses, and the length of time these visual impacts are visible are criteria for evaluating the significance of project impacts on visual resources in a particular community or area. For example, the conversion of vacant property to retail, commercial, and office land uses will have a significant visual impact to sensitive viewer groups [if foreground views are dominated by the project]).
- C Create a new source of substantial light or glare that would substantially and adversely affect day or nighttime views of sensitive viewers. (The severity of impacts from light and glare is based on the location and intensity of the light source and the sensitivity of potential viewer groups. For purposes of this environmental document, light and glare were determined to have a potentially significant impact if a substantial number of light sources were to be located on elevated light standards that would have the potential to shine directly onto property occupied by sensitive viewers.)

There is no designated scenic vista on or near the project site, nor are there any designated or recognized scenic resources, such as significant trees, rock outcroppings, or historic buildings, within a state scenic highway. Therefore, the first two thresholds of significance are not relevant to the proposed development of the project site. The impact of the proposed project on the visual character of the surrounding area is assessed based on the latter two criteria.

4.10.3 IMPACTS - DEVELOPMENT OPTION A

The proposed project establishes development standards and regulations for development and operation of facilities described for each of the four development options. Included in the proposed regulation are some deviations from the City's standards for development that may affect the visual character of the surrounding area. The proposed development standards that may result in visual or light and glare impacts are outlined below.

Development Components

Included in PD No. 97-3 are requests by the project applicant to allow development standards that deviate from routine City of Burbank Zoning Code requirements, as discussed earlier in Project Characteristics (Section 3.3). These include structural maximum height standards for the office hotel portion of the project site that exceed C-4 height limits. The Zoning Ordinance contains "stair-step" height provisions, which states buildings can be no higher than 35 feet if within 150 feet of a single family residential zone and no higher than 50 feet if located from 150 to 300 feet from a single family residential zone. A maximum height of 70 feet is proposed to wrap around the northwest corner of the site along Empire Avenue, Buena Vista Avenue, and the Coast Line of Union Pacific Railroad. Buildings can attain the maximum height allowed of 70 feet only if they are 300 feet or more from a single family residential zone. The area designated for the 70 foot height limit is between 300 and 500 feet of existing R-1 single family residential zoning. Development Option A includes office buildings 70 feet in height at locations where the buildings would be within 500 feet of a single family residential zone, and up to 100 feet in height where they would be located 500 feet or more from a single family residential zone. The area designated for heights up to 100 feet is largely interior to the site, with some frontage on Empire Avenue (across from office and industrial uses) and the Coast Line Rail right-of-way across from the electrical power station and RV storage area), in locations separated from R-1 zoning by distances of 500 feet or more.

For Development Option A, Figure 4.10.7 depicts the portions of the project site to receive maximum building height changes. This figure also depicts the location of the sections shown on Figure 4.10.8; the sections on Figure 4.10.8 show the allowed maximum building heights and the proposed building heights.

The increased building heights of the office buildings on the west end of the project site (shown on Figures 4.10.7 and 4.10.8) will make the structures more prominent in the foreground of the residential viewers. Residential neighborhoods south of the project site near Buena Vista Street will have side yard views of the 70 to 100 foot buildings. These visual impacts resulting from the proposed project will alter the foreground views from the residential areas. The potential visual impacts related to these views are further discussed in the following section.

Two parking structures are proposed to be located near the southwest corner of the B-1 site, as depicted on the illustrations for section B-B on Figures 4.10.8 and 4.10.17. The four-story parking structure closest to the property line would be separated from the existing residential by the railroad right-of-way, as well as building setbacks on either side of the rail line. Despite the substantial separation between parking structure and residential uses, there may be adverse impacts on the residential uses as a result of lights from vehicles in the structure after dark, as well as noise from vehicles, both engine and tires, as drivers negotiate turns within the structure. The potential visual impacts related to the parking structure are addressed in the mitigation measures.

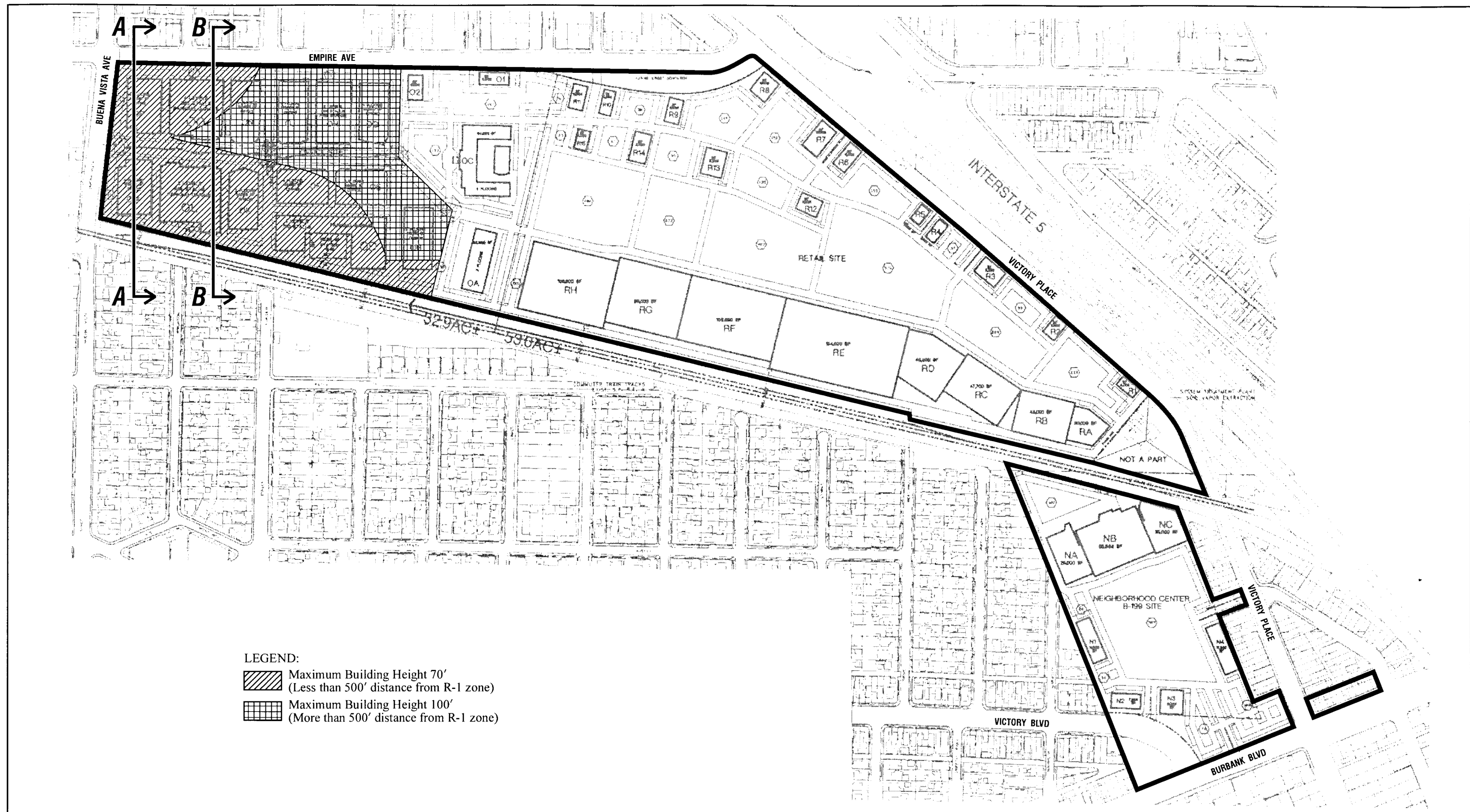
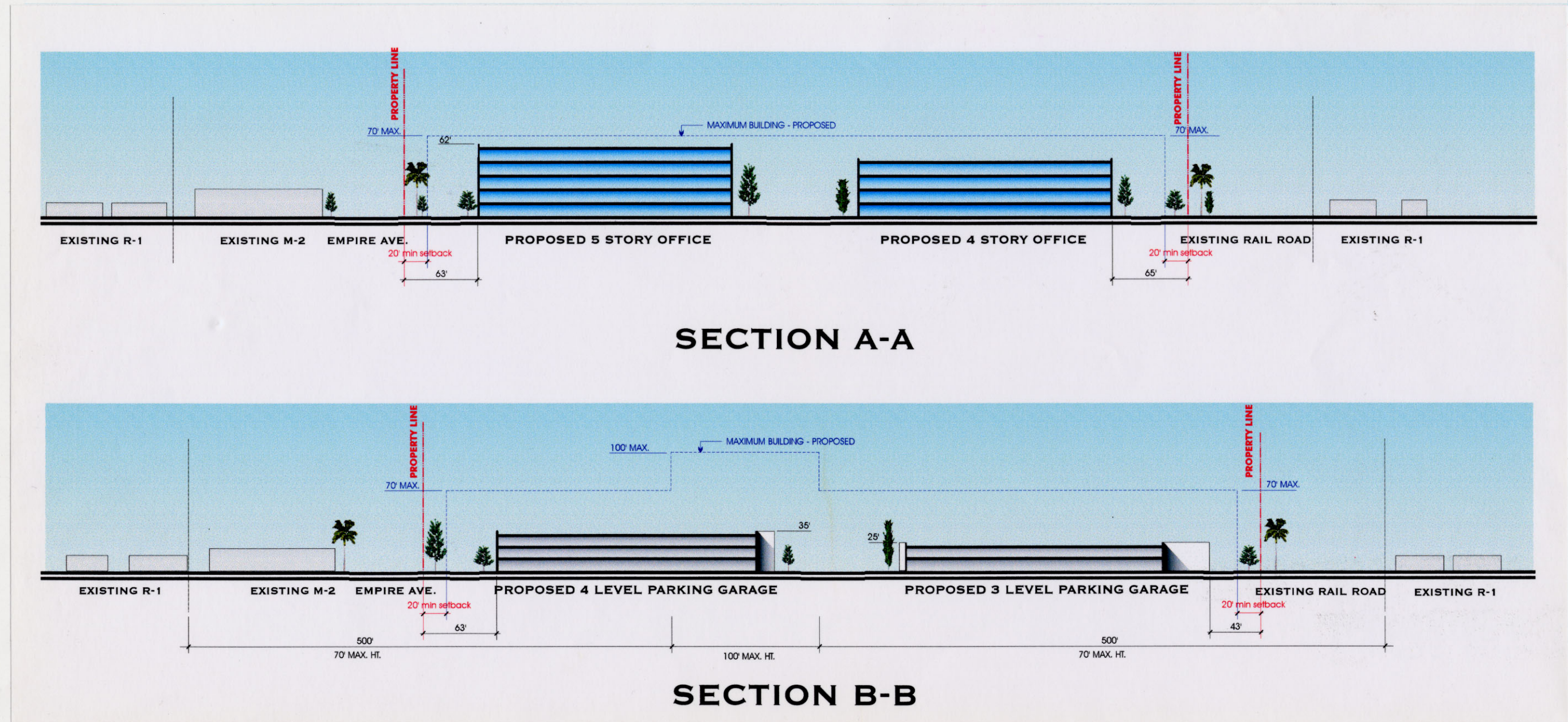


Figure 4.10.7



Source: Perkowitz + Ruth Architects, Inc.

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Figure 4.10.8

The proposed project signs will also affect the visual environment of the surrounding area. The project involves several variations from current sign standards.

- C Height standards for pylon signage along Victory Place and Empire Avenue would exceed the 25 foot maximum allowed by code.
- C Maximum square footage for signage would be exceeded. As part of the Planned Development regulations, a Master Sign Program will be prepared and adopted, providing for signs that exceed the maximum square footage (540) currently allowed per building frontage. Proposed signage is as follows:
 - One multi-tenant freeway pylon sign (five tenants) not to exceed 100 feet in height.
 - Three multi-tenant freeway pylon signs (five tenants each) not to exceed 80 feet in height.
 - One multi-tenant freeway pylon sign with electronic reader board, which will comply with Caltrans requirements; the sign will have shared signs for both B-1 and B-199 sites and will not exceed 100 feet in height.
 - Two single or multi-tenant pylon signs for B-199 site not to exceed 60 feet and 40 feet in height, respectively.
 - One single or multi-tenant entrance pylon sign not to exceed 60 feet in height.
 - Each tenant to be allowed 1.5 s.f. of sign area for each lineal foot of building frontage to which the sign is attached. This allowance is in addition to any approved freestanding signage.
 - Freestanding sign to be allowed up to a maximum of 800 s.f. of sign area per side.
 - Additional ground signs identifying the business or name of the occupant may be provided as per code, not to exceed 100 s.f. in area and 10 feet in height.
 - Allowance for an electronically lighted reader board sign fronting on Victoria Place, conforming to Caltrans' requirements. (Current City Standards do not allow reader board signs, as described in Zoning Ordinance Section 31.1013, subsection 11.)

Site development components included in PD No. 97-3 were examined for potential effect on adjacent uses. Signs placed along Victory Place will have minimal effect on adjacent sensitive uses because the tall (40, 60, and up to 100 feet in height) pylon signs and electronically lighted reader board sign will be oriented to the Golden State Freeway and frontage streets, away from sensitive viewer groups to the south, west, and north (residential uses are sensitive uses). These sensitive viewer groups include the residences south of the B-1 site, west of the B-199 site, and north of the B-1 site. The additional square footage of signs proposed for the building fronts will have little impact on adjacent residences, as the signs will be oriented away from neighboring residential uses towards transportation corridors. The pylon signs of up to 100 feet in height will be visible from the sensitive residential areas, but will be at a distance of a minimum of

300 feet at Empire Avenue and a minimum of 500 feet for signs on Victory Place (see Section 4.1.3, Land Use Impact Analysis, for additional discussion).

Methodology for Visual Analysis

The evaluation of potential visual impacts associated with the proposed project, existing viewsheds, and visual resources used three primary principles: 1) establish three basic viewing distance zones from identified vantage points; 2) identify and locate sensitive viewer groups; and, 3) describe and characterize the visual character in the project area and the change that would occur as a result of the proposed project.

A description of these principles and their utilization as the basis for determining the severity of visual impacts associated with the proposed project are provided below.

Visual Distance Zones

The following distance zones characterize the dominant visual character from each vantage point, and describe views in terms that can be quantified and compared. As discussed below, the sensitivity of views to the modification of the existing environment is defined for use in establishing analysis criteria for the potential visual impacts on the surrounding area and potential viewer groups.

The three basic viewing distance zones utilized in this analysis are as follows:

Foreground Views

These include elements that can be seen at a close distance and that dominate the entire view. Impacted views at this distance are generally considered to be potentially adverse when viewed by a sensitive viewer group.

Middleground Views

These include elements that can be seen at a moderate distance and that partially dominate the view. Impacted views at this distance are generally considered to be potentially adverse when viewed by a sensitive viewer group.

Background Views

These include elements that are seen at a long distance and typically do not dominate the view, but are part of the overall visual composition of the viewshed. Impacted views at this distance are generally considered not to be an adverse impact when viewed by a sensitive viewer group.

Visual Character Descriptions

The existing visual character of the project study area, the surrounding areas, and prominent landforms in all directions have been categorized based on descriptive visual characteristics, including topographic conditions, vegetative cover, and urban development in the area. These visual character definitions establish an existing condition that can be discussed in general terms then compared to the post-development visual character descriptions, and differences identified. The visual impact analysis will include these comparisons and the assessment of distance zones and sensitive viewers. The visual character descriptions within the project study area are as follows.

Inland Foothills and Mountains

These areas are visible to the north and east of the project area, and can be seen primarily in the background by all viewers near the project site. Visual characteristics for these areas include varying topographic features, such as rolling hills and steep hillsides interspersed with narrow canyons and drainages. The dominant plant community is grasses, chaparral, and scrub; however, the plant communities are difficult to identify from a distance.

Urban

There are urban areas surrounding the entire project site. These urban areas are characterized by moderate and high density development, infrastructure, and ornamental/non-native landscaping. The primary residential development is south of the B-1 site and west of the B-199 site. Commercial and industrial development is north and west of the B-1 site and east of the B-199 site. Victory Place and the Golden State Freeway are directly adjacent to the eastern boundary of the B-1 site.

All of the photographs described in the existing setting section can be defined and categorized into one of the two visual character descriptions detailed above.

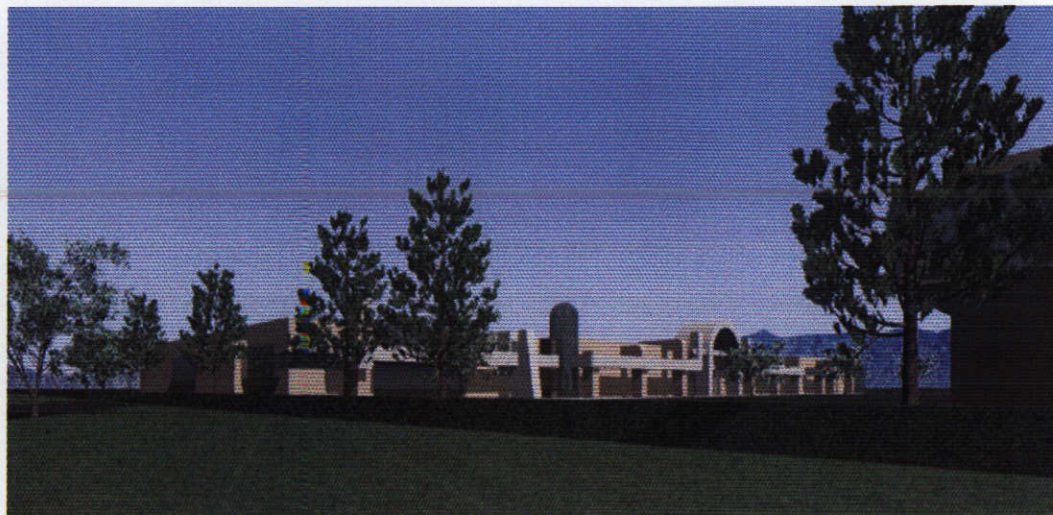
View Simulations Comparisons

This discussion provides an analysis of the project's potential effects on the views illustrated in Figures 4.10.9a and 4.10.9b through 4.10.14 (Views A through F, respectively). These figures depict the location where the view originates, the existing view from that point, and a conceptual view of the proposed project from the same point. The existing views depict the project site as vacant. The proposed project will be evaluated based on the existing vacant condition.

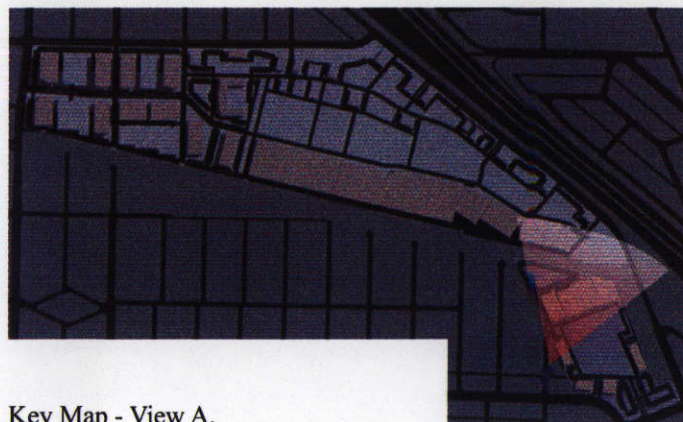
The views depicted in Figures 4.10.9a and 4.10.9b through 4.10.14 are strictly for conceptual analysis, and are not intended to provide a precise, scaled depiction of the proposed project; they illustrate the potential future visual character of the project site.



Existing View Conditions - View A.



Conceptual View Simulation - View A.



Key Map - View A.

View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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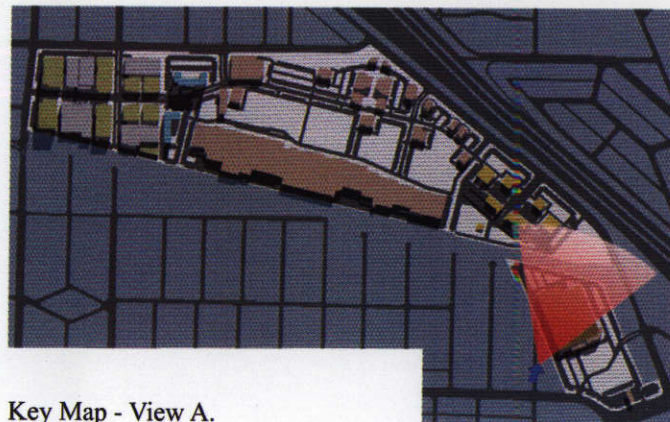
Figure 4.10.9a



Existing View Conditions - View A.



Conceptual View Simulation - View A.



Key Map - View A.

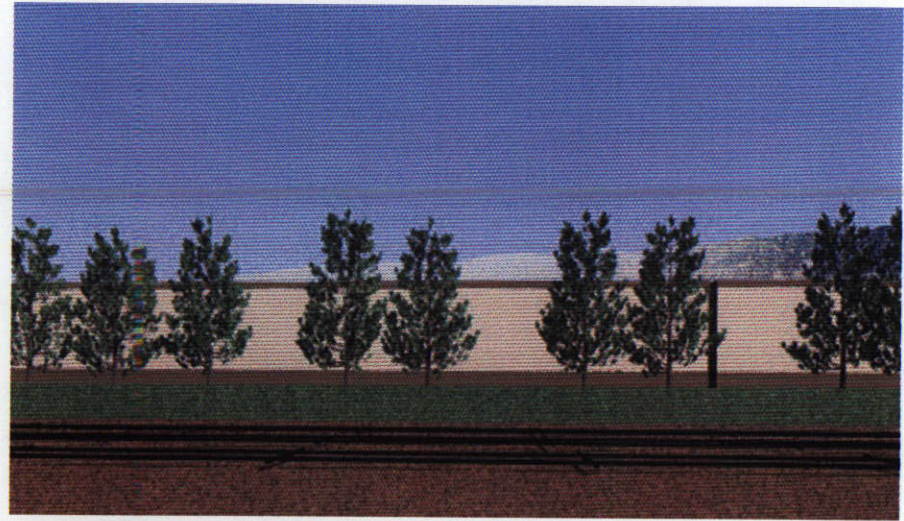
View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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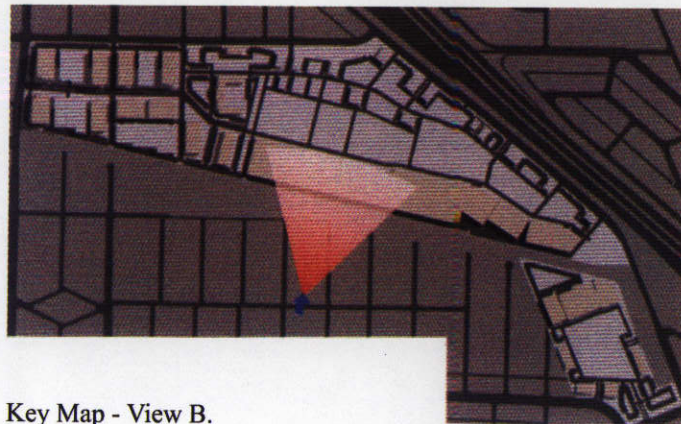
Figure 4.10.9b



Existing View Conditions - View B.



Conceptual View Simulation - View B.



Key Map - View B.

View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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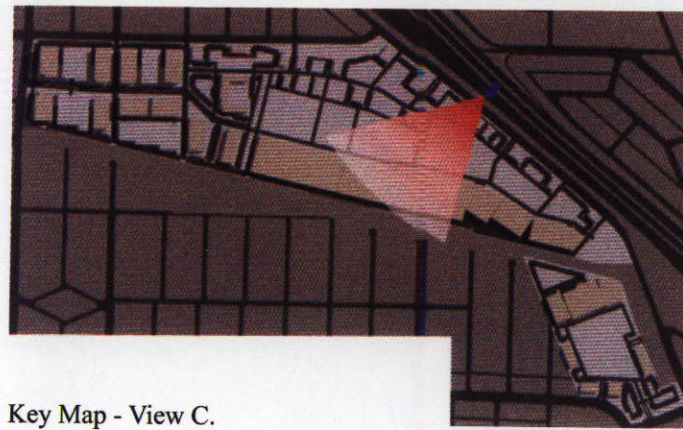
Figure 4.10.10



Existing View Conditions - View C.



Conceptual View Simulation - View C.



Key Map - View C.

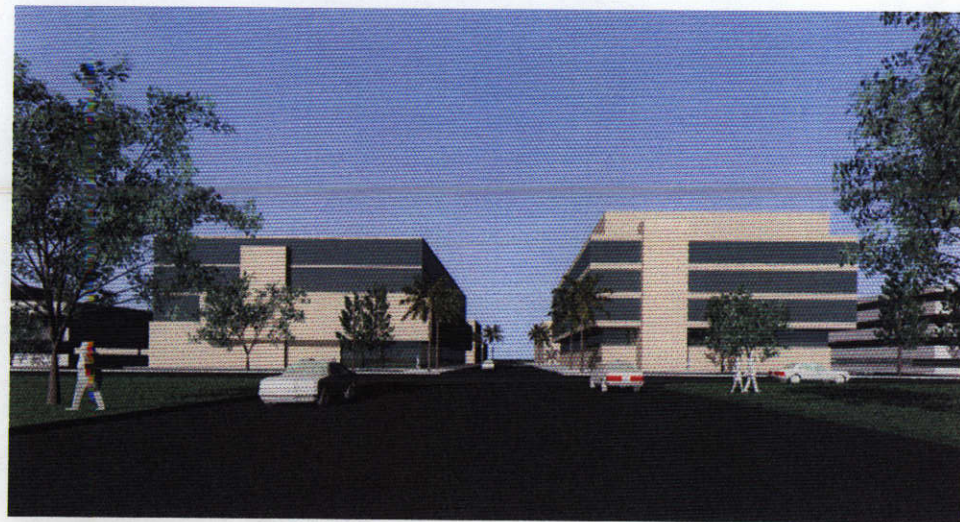
View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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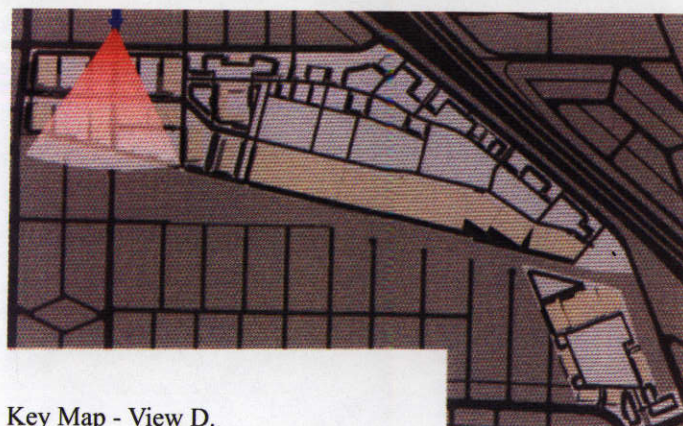
Figure 4.10.11



Existing View Conditions - View D.



Conceptual View Simulation - View D.



Key Map - View D.

View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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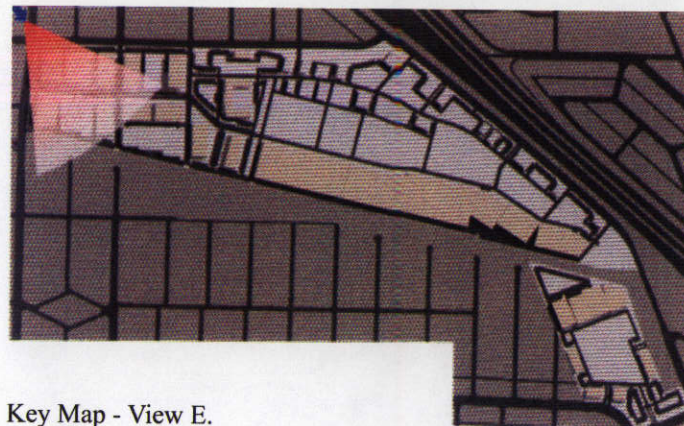
Figure 4.10.12



Existing View Conditions - View E.



Conceptual View Simulation - View E.

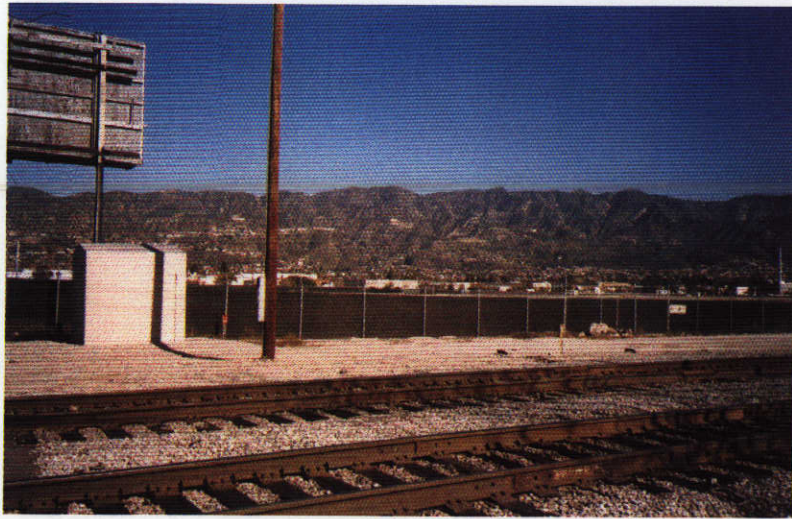


Key Map - View E.

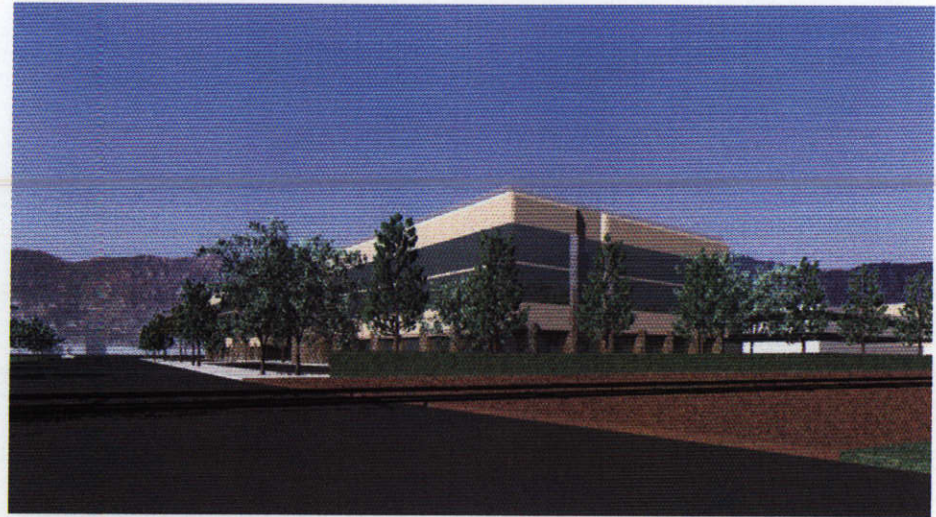
View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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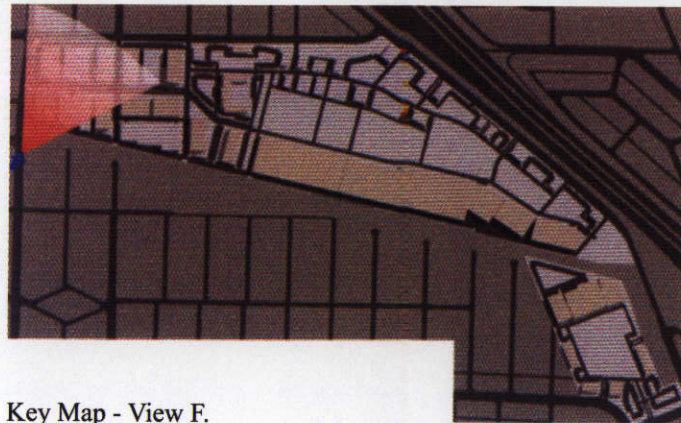
Figure 4.10.13



Existing View Conditions - View F.



Conceptual View Simulation - View F.



Key Map - View F.

View Simulation & Key Map Source: Perkowitz + Ruth Architects, Inc.

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Figure 4.10.14

Sensitive Viewer Groups

There are two sensitive viewer groups that have direct foreground and middleground views of the proposed project. These sensitive viewer groups include the permanent residential viewers west and southwest of the B-199 site and south of the B-1 site. These areas are discussed in Section 4.1, Land Use.

Passing motorists along Victory Place and the Golden State Freeway, adjacent to the eastern boundary of the project site, are not considered a sensitive viewer group, because this viewer group is temporary and will not be permanently impacted by the overall visual change of the project site.

View A

As shown in Figure 4.10.9a (View A) and discussed earlier, the existing view is east-northeast from the residential neighborhood onto the vacant B-199 site, with urban visual characteristics in the middleground and inland foothill and mountains in the background. The conceptual visual simulation depicts ornamental landscaping and urban development in the foreground. As shown in the visual simulation, the view would be changed from an open unobstructed view of the nearby hills and mountains to views of retail and commercial structures with ornamental landscaping. The addition of these urban features associated with the proposed project to the foreground would partially block the middleground and background views shown in View A.

Figure 4.10.9b (View A-Option D1-C) depicts the same vantage point as Figure 4.10.9a; however, a warehouse club structure is used instead of retail and commercial structures. The conceptual view simulation depicts ornamental landscaping and urban development in the foreground. The view would be changed from an open unobstructed view of the nearby hills and mountains to a dominant view of the warehouse club structure. All views (foreground, middleground and background) would be dominated by the warehouse club, and views of the mountains would be obstructed.

Since the visual change (proposed project compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2. This impact is considered significant because views of the sensitive viewer group would be substantially degraded due to the proposed structure dominating foreground views.

Additional residents south of the B-199 site (south of Victory Boulevard) will have foreground views (looking east) of the realigned Victory Boulevard and future parking areas for the neighborhood retail center auto dealership. With the warehouse club structure, additional residents south of the B-199 site will have foreground views (looking east) of the realigned Victory Boulevard and future parking for the warehouse club. These visual impacts will be similar to those described for View A, above. Therefore, the visual change from this area is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2.

View B

As shown in Figure 4.10.10 (View B), the existing view looks north from the residential neighborhood onto the vacant B-1 site, with the railroad line in the immediate foreground, urban visual characteristics, and inland foothill and mountains in the background. The conceptual visual simulation depicts ornamental landscaping and urban development in the foreground. The future urban development depicted in the visual simulation includes the rear facades of retail and commercial buildings. The addition of these urban features to the foreground would partially block the background views from View B with unappealing “back of house” facades and loading areas.

Since the visual change (proposed project compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, and the proposed project will partially block the background view, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2. The foreground views of the sensitive viewers would be dominated by the proposed project, therefore creating a significant impact. However, the severity of this impact is slightly diminished due to the presence of the existing railroad right-of-way, chain-link fence, and limited landscaping in the foreground of View B.

View C

As shown in Figure 4.10.11 (View C), the existing view looks south-southwest from Victory Place onto the vacant B-1 site, with the existing fence and ornamental landscaping in the immediate foreground, urban visual characteristics, and inland foothill and mountains in the background. The conceptual visual simulation depicts ornamental landscaping and a parking area in the foreground and urban development (commercial and retail buildings) in the middleground. The addition of these urban features associated with the proposed project, as seen from View C, is not considered to be a significant impact, since this view is seen only by passing motorists along Victory Place and minimally from the Golden State Freeway. As discussed earlier in this section, this viewer group is not considered sensitive; therefore, a change in visual character affecting this group is not a significant visual impact.

View D

As shown in Figure 4.10.12 (View D), the existing view looks south from Empire Avenue onto the vacant B-1 site, with Empire Avenue, the existing fence and ornamental landscaping in the immediate foreground, urban visual characteristics, and inland foothill and mountains in the background. The conceptual visual simulation depicts ornamental landscaping and urban development (office buildings) in the foreground and middleground. The addition of the urban features associated with the proposed project, as seen from View D, is not considered to be a significant impact. This is due to the fact that viewer groups along Empire Avenue are commercial and industrial land uses, and passing motorists. These viewer groups that could be significantly affected were

defined earlier in this section as not being sensitive viewer groups. Therefore, a change in visual character affecting these groups is not a significant visual impact.

View E

As shown in Figure 4.10.13 (View E), the existing view looks southeast from the intersection of Empire Avenue and Buena Vista Avenue onto the vacant B-1 site, with Empire and Buena Vista Avenues, the existing fence and ornamental landscaping in the immediate foreground, urban visual characteristics and inland foothill and mountains in the background. The conceptual visual simulation depicts ornamental landscaping and urban development (office buildings) in the foreground and middle-ground. The addition of the urban features associated with the proposed project, as seen from View E, is not considered to be a significant impact. This is due to the fact that viewer groups along Empire and Buena Vista Avenues are commercial and industrial land uses, and passing motorists. As discussed earlier in this section, these viewer groups are not considered sensitive; therefore, a change in visual character affecting these groups is not a significant visual impact.

View F

As shown in Figure 4.10.14 (View F), the existing view looks northeast from the existing residential neighborhood onto the vacant B-1 site, with the railroad line in the immediate foreground, and urban and inland foothill and mountains visual characteristics in the background. The conceptual visual simulation depicts ornamental landscaping and urban development (office buildings) in the foreground and middle-ground. The addition of the urban features associated with the proposed project to the foreground would partially block the background views from View F.

Since the visual change (proposed project compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, and the proposed project will partially block the background view, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2. However, the severity of this impact is slightly diminished due to the presence of the existing railroad in the foreground of View F. The significance of this impact is based on each individual viewer's preference as to what constitutes a visually pleasing view.

Less Than Significant Impacts

Visual Impacts

As discussed in the section above, visual changes to Views C, D and E related to the proposed development options compared to existing vacant conditions are not considered to be significant visual impacts because the change in the foreground view does not affect sensitive viewer groups, the residential neighborhoods to the south and west of the project site, and because there are no officially designated scenic vistas

affected by the development. Views C, D and E affect transient public views from major streets and do not change the views from residential properties or local streets. Therefore, no significant impacts related to these visual changes are anticipated as result of the proposed project, and no mitigation measures are required. The significance findings are based on the criteria discussed earlier in Section 4.10.2.

Potentially Significant Impacts

Visual Impacts

As discussed in the section above, visual changes to Views A, B and F related to the proposed development options compared to existing vacant conditions are considered to be significant visual impacts because there is a substantial change in the foreground view of sensitive viewer groups (residential neighborhoods to the south and west of the project site). The significance findings are based on the criteria discussed earlier in Section 4.10.2. However, the severity of the impacts for views B and F is slightly diminished due to the presence of the existing railroad right-of-way in the foreground of these viewsheds. The significance of this impact is based on each individual viewer's preference as to what constitutes a visually pleasing view. Mitigation Measures 10.1 through 10.3 will reduce visual impacts to below a level of significance.

Building Height Impacts

The views will change from an existing view of vacant land in the foreground and inland foothills and mountains in the background to urban development (including office, commercial and retail buildings) in the foreground, with minimal views of inland foothills and mountains in the background. This type of impact is considered to be a significant adverse impact based on the criteria described earlier in Section 4.10.2. Implementation of Mitigation Measure 10.1, requiring landscaping (described later in this section), will reduce the potential foreground visual impacts by breaking up the overall view of the development.

Light and Glare Impacts

Proposed buildings are not located within the official flight corridor for the Burbank Airport. Therefore, there are no glare impacts from reflective building materials.

Consistent with City regulations, all light sources, including street lights, parking lot lights and security lights will be designed and installed to ensure that there are no adverse fugitive light and/or glare impacts outside the project site. In addition, City regulations require light standards to be a maximum of 35 feet in height.

Light sources will be created on the site through lighting along streets, around buildings, in parking areas and parking structures, and for signage for Development Option A. These light sources will add to the overall light and glare of the area. These additional

light sources within the project area may create light and glare impacts to the adjacent residential areas west and south of the B-199 site. These potential significant impacts are anticipated to include light and glare associated with street lights, parking lot security lights, and building lights. Design features and Mitigation Measure 10.2, requiring that lighting be directed away from sensitive residential receptors to the west and south, is included to minimize potential light and glare impacts associated with the proposed project. Lighting impacts associated with new light sources as a result of the proposed development (street lights, parking lot security lights, parking structure lights, and building lights) within the project site are proposed to be mitigated through the implementation of Mitigation Measures 10.2 and 10.3.

Potential light and glare impacts associated with existing and future roadways and corridors are not considered to be significant due to the nature and intensity of emissions for roadway light standards and traffic control devices and the nature of the existing and planned surrounding land uses.

Significant Adverse Impacts

There are no significant adverse visual impacts that cannot be mitigated to below the level of significance.

4.10.4 MITIGATION MEASURES - DEVELOPMENT OPTION A

- 10.1 Prior to the issuance of building permits for any buildings on the project site, the project applicant shall submit, and the Community Development Department shall have approved in conjunction with review by the Park and Recreation Department, plans verifying that landscaping will be installed along the boundaries of the project site and within the parking lot area so as to lessen visual impacts of the project. This landscaping will include a predominance of 24 inch box trees and 15 gallon shrubs along the perimeter that will mature to a size sufficient to minimize views of the proposed project from adjacent residential properties. Surface parking lot landscaping shall conform to Media District Overlay Zone landscape requirements, consistent with Burbank Municipal Code Section 31-2107. Tree and shrub placement shall be at appropriate locations, subject to the review and approval of the Directors of the Park and Recreation Department and the Community Development Department.
- 10.2 Prior to the issuance of building permits for any buildings on the project site, the project applicant shall submit, and the Community Development Department shall have approved, plans that verify that all outdoor lighting (street lights, parking lot security lights, parking structure lights, and building lights) is designed so that all direct lighting is confined to the project site and that adjacent residential properties located to the west and south are protected from spillover light and glare, and in conformance with City site plan review requirements.

- 10.3 Prior to the issuance of building permits for parking structures on the B-1 site, the project applicant shall provide visual screening along the open portions of the parking structure facing residential uses to reduce the visibility of vehicle lights and interior security lighting (as well as vehicle noise) outside of the structure. The screening shall consist of a solid wall, or a combination of plant and building materials to achieve a comparable effect, and shall be designed to the satisfaction of the Director of Community Development.

4.10.5 CUMULATIVE IMPACTS - DEVELOPMENT OPTION A

The proposed project will add urban land uses to an existing urban area. The project site is currently vacant. As discussed above, the visual character of Development Option A is compatible with adjacent land uses. The only other project that would be visible in the area and possibly cause a cumulative impact is the proposed Zero Manufacturing/Ford site on the southwestern corner of Burbank and Victory Boulevards. However, the proposed projects, in combination, will change the setting from older urban use to newer urban use, at roughly similar intensities. This change is not considered significant in light of the in-fill nature of these developments.

4.10.6 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION A

The implementation of Mitigation Measures 10.1 through 10.3, requiring landscaping to buffer the visual change adjacent to residential areas and light impact controls, will reduce any potential significant visual, building height, and light and glare impacts as a result of Development Option A to below a level of significance.

Building Height

The additional square footage of signs proposed for the building fronts will have little impact on adjacent residences (sensitive viewer groups), as the signs will be oriented away from neighboring residential uses and towards transportation corridors. Therefore, the visual impacts related to project signage are considered to be less than significant.

The increased building heights of the office buildings on the west end of the project site (shown earlier on Figure 4.10.7 and 4.10.8) will make the structures more prominent in the foreground on the residential viewers. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. These visual impacts resulting from the proposed project will alter the foreground views from the residential areas. This type of impact is considered to be a significant adverse impact based on the criteria discussed in Section 4.10.2.

However, with implementation of Mitigation Measure 10.1, as discussed previously the potential foreground visual impacts will be reduced by the breaking up of the overall view of large office structures through the use of landscaping. Furthermore, when

landscaping is implemented to minimize foreground views of structures, the visual impacts resulting from the proposed project are reduced to below a level of significance.

4.10.7 IMPACTS - DEVELOPMENT OPTION D1-A

The methodology, visual distance zones, and visual character descriptions for this development option are the same as for Development Option A described in Section 4.10.2. Although actual conceptual simulations were not prepared for this option, the viewpoints discussed in Option A are used for comparison with proposed building elevations or development type for this alternative. The sensitive viewer groups are also the same as those identified for Development Option A.

For Development Option D1-A, Figure 4.10.15 depicts the portions of the project site to receive maximum building height changes. This figure also depicts the location of the sections shown in Figures 4.10.16a and 4.10.16b; the sections in Figures 4.10.16a and b show the allowed maximum building heights and the proposed building heights.

Development Components

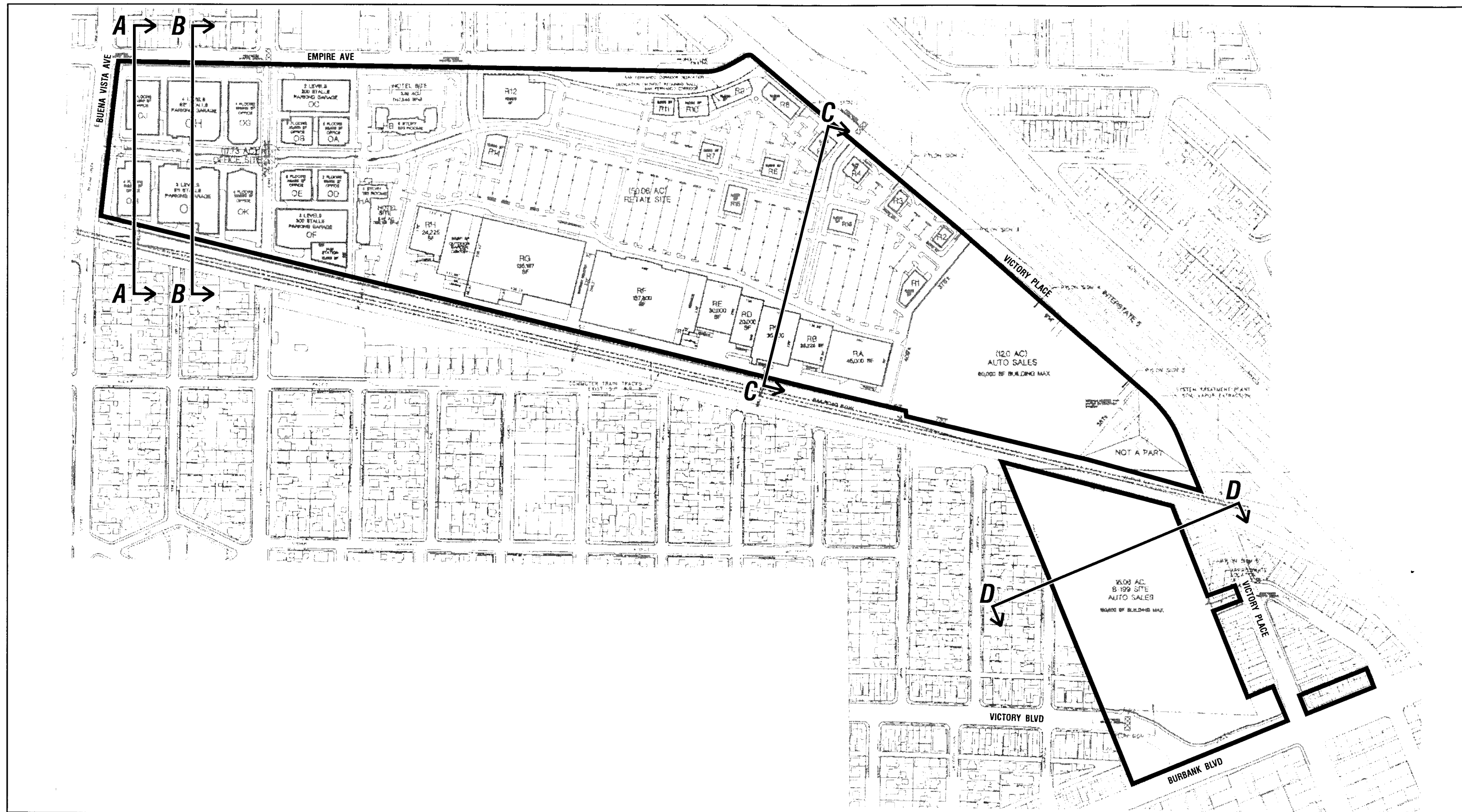
The development components of Option D1-A include similar retail and office use specified for Option A as described in section 4.10.4. In addition to the commercial retail and office uses proposed in Option A, Option D1-A includes less office square footage. Auto sales uses are proposed for the B-199 site. Accessory uses for the auto sales will include service bays and car washes. These service structures are generally taller than other standard neighborhood commercial buildings in order to allow for vehicle lifts and vehicle drive through. Potential visual impacts may be greater due to the service structure heights and building openings, should they be visible from adjacent residential properties.

All light sources, including street lights, parking lot lights and security lights with nonglare directional lighting and shielding, consistent with City regulations to ensure that there are no adverse fugitive light and/or glare impacts outside the project site.

Visual Simulations Comparison

View A

Instead of retail and commercial structures depicted in Option A, this view would be changed from the existing unobstructed view of the nearby hills and mountains to views of an auto dealership. As shown in Figures 4.10.16a-b structures and improvements would include a one story building surrounded by pavement for displaying



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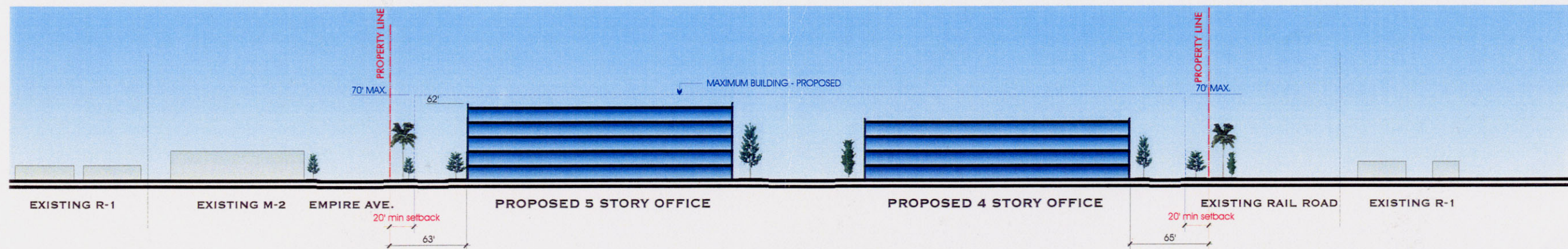
Figure 4.10.15



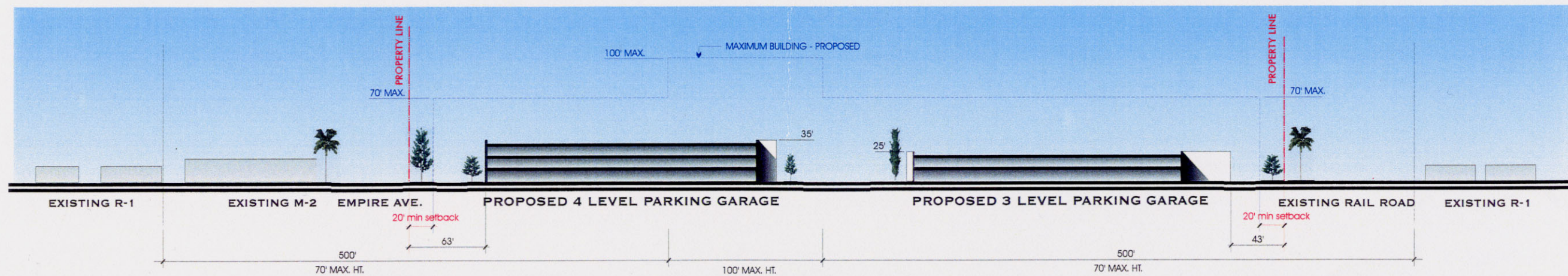
LSA

Scale in Feet
0 200 400

Proposed Maximum Building
Height Section Locations
Development Option D1-A



SECTION A-A

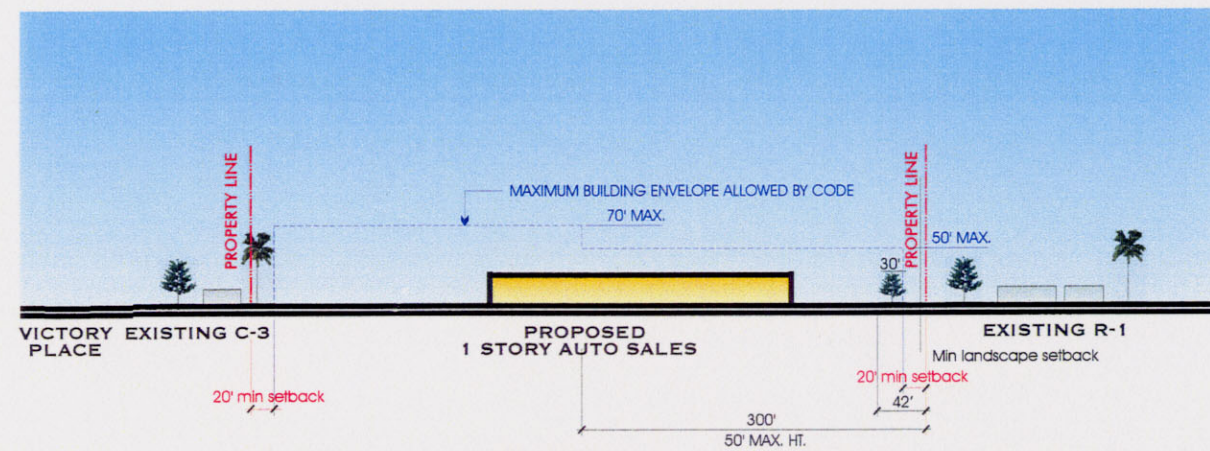
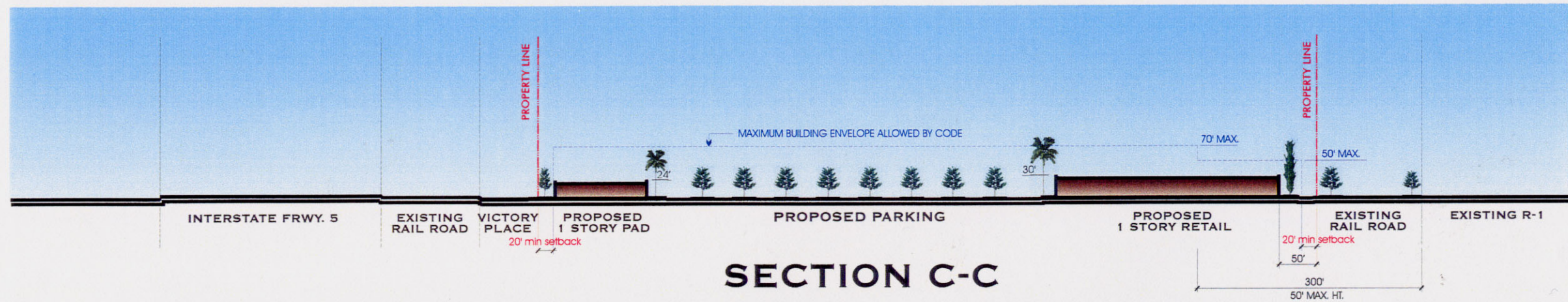


SECTION B-B

Source: Perkowitz + Ruth Architects, Inc.

4/30/99(BUR730)

Figure 4.10.16a



Source: Perkowitz + Ruth Architects, Inc.

4/30/99(BUR730)

Figure 4.10.16b

automobiles for sale and ornamental landscaping. The building height would be the same as in Development Option A, but would encompass less width (see Figures 4.10.5 and 4.10.6 for comparison). The addition of these urban features associated with the proposed project to the foreground would still partially block the middleground and background views shown in View A (see Figure 4.10.9a).

Since the visual change (proposed development option compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2.

The visual impacts to the additional residents south of the B-199 site (south of Victory Boulevard) will be the same as those identified in Development Option A above. These receptors also will have foreground views (looking east) of the realigned Victory Boulevard along with the future parking areas of the auto dealership. These visual impacts will be similar to those described previously for this development option. Therefore, the visual change from this area is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2.

View B

This view on the portion of the property for Development Option D1-A would also be of retail and commercial structures, associated parking, and ornamental landscaping (see Figure 4.10.10). Therefore, the potentially significant visual impacts anticipated would be the same as for those identified for Development Option A.

View C

This view on the portion of the property for Development Option D1-A would also be of retail and commercial structures, associated parking, and ornamental landscaping (see Figure 4.10.11). Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View D

This view on the portion of the property for Development Option D1-A would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.12). Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View E

This view on the portion of the property for Development Option D1-A would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.13).

Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View F

This view on the portion of the property for Development Option D1-A would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.14). The proposed hotel site may be visible behind the front office buildings, but would be within the maximum proposed height of 100 feet. Therefore, the potentially significant visual impacts anticipated for Development Option D1-A would be the same as for those identified for Development Option A.

Less Than Significant Impacts

Visual Impacts

Visual changes to Views C, D and E related to the proposed development options compared to existing vacant conditions are not considered to be significant visual impacts because the change in the foreground view does not affect sensitive viewer groups, the residential neighborhoods to the south and west of the project site, and because there are no officially designated scenic vistas in the vicinity that are affected by development of the site. Views C, D and E affect transient public views from major streets and do not change the views from residential properties or local streets. Therefore, no significant impacts related to these visual changes are anticipated, and no mitigation measures are proposed. The significance findings are based on the criteria discussed earlier in Section 4.10.2.

Potentially Significant Impacts

Visual Impacts

The visual impacts resulting from Development Option D1-A would be similar to those described for Development Option A. Visual changes to Views A, B and F, related to Development Option A compared to existing vacant conditions are considered to be significant visual impacts because there is a substantial change in the foreground view of sensitive viewer groups (residential neighborhoods to the south of the B-1 site and west of the project site). The severity of the impacts for Views B and F is slightly diminished due to the presence of the existing railroad right-of-way in the foreground of these viewsheds. The finding that this would be a significant impact is based on the criteria described in Section 4.10.2 due to a substantial change in foreground views. Mitigation Measures 10.1 through 10.3 are included to reduce visual impacts to below a level of significance.

Building Heights Impacts

With Development Option D1-A, the building density on the B-199 site would be marginally more intense than the proposed project; however, the B-1 site building density would be reduced by more than 526,000 square feet from the total square footage for Development Option A.

The building heights and impacts for the office and retail components for Development Option D1-A are similar to those discussed for Development Option A above. The difference is in the southeastern portion of B-1 Site and the entire B-199 site, which are proposed for automobile sales instead of retail use. As shown in Figures 4.10.16a and 4.10.16b, the auto sales component will be slightly less intense in building height and densities, although service bays along the west property line may introduce additional visual and noise impacts. Also, the office complex density will be marginally less intensive (less square footage) than Development Option A. The proposed maximum office building heights will still be between 70 and 100 feet; the proposed hotel heights will be approximately 85 feet or less. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. The visual impacts resulting from the proposed project will substantially alter the foreground views from the residential areas. This type of impact is considered to be a significant adverse impact because foreground views of the sensitive viewer groups are dominated by the proposed project.

However, with implementation of Mitigation Measure 10.1, as discussed previously, the potential foreground visual impacts will be reduced by the breaking up of the overall view of large office structures through the use of landscaping. Furthermore, when landscaping is implemented to minimize foreground views of structures, the visual impacts resulting from the proposed project are reduced to below a level of significance.

Light and Glare Impacts

This option will have increased light and glare impacts compared to Option A due to the addition of the automobile retail sales component. The automobile retail sales component would create brighter lighting than the office component or the neighborhood retail center.

Development Option D1-A would result in similar amounts of structural development on the B-1 portion of the project site, with the exception of the eastern one-third of the site, which proposes automobile retail use rather than retail uses. The automobile retail use on the B-1 portion would result in increased light and glare effects compared with Option A. Development of the B-199 site with an auto sales use and its increase in night lighting would result in increased light and glare effects compared with the neighborhood retail center. Although both types of uses would require lighting for the parking lots and building exteriors, the lighting required of an auto dealership is more intense and brighter in order to showcase vehicles for sale. In addition, an electronic reader board sign is proposed to be installed on the B-1 site so as to be visible from Interstate 5. Therefore, lighting impacts associated with the auto dealership compared

to the proposed neighborhood retail center are more significant. Mitigation Measures 10.4, 10.5, and 10.6 are included to reduce light and glare impacts related to the extensive lighting system and the auto dealership light sources.

Significant Adverse Impacts

There are no significant adverse visual impacts that cannot be mitigated to below the level of significance.

4.10.8 MITIGATION MEASURES - DEVELOPMENT OPTION D1-A

Because there are similar impacts anticipated for the development of the office, hotel, and commercial portions of the site compared with Development Option A, implementation of the same mitigation measures identified for Development Option A (Mitigation Measures 10.1 through 10.3) are required to reduce the potentially significant impacts. In addition, the following mitigation measures have been identified for Development Option D1-A, which would reduce the potential impacts associated with the auto dealership use and related light sources.

- 10.4 The applicant shall demonstrate to the Community Development Department that the exterior lighting system has been designed and directed in such a manner as to shield light sources from adjacent residences and to minimize light spillage and glare to the adjacent residential properties to the south across the railroad tracks and to the west of the B-199 site. Prior to approval of building permits by the City, the applicant shall provide to the Community Development Department with a lighting system plan, indicating light fixture project types and technical specifications, including photometric information, to determine the extent of light spillage or glare that can be anticipated. Lighting on the B-199 development parcel shall be limited as follows:
- C Maximum fixture height is 25 feet within 100 feet of the residentially zoned property fronting on Mariposa Street;
 - C Maximum candlefoot at western property line, which is adjacent to the residences, is 0.50 candle feet;
 - C Hoods shall be provided on all fixtures to direct light downward and avoid off-site lighting;
- 10.5 Auto sales and service lighting on the B-1 development parcel shall be limited as follows:
- C Maximum fixture height is 35 feet;
 - C Maximum candlefoot at the southern property line across the railroad tracks from the residences shall be no greater than 1.0 candle feet;
 - C Hoods shall be provided on all fixtures to direct light downward and avoid off-site lighting.

- 10.6 The auto sales and service lighting system shall be on a timer that allows employees to safely return to their cars after the end of the work shift, but then shall be timed to reduce light levels to the minimum required for security purposes, as required by the Police Chief. A remote tripping device could be used alternatively or in addition to a timer to allow the employee to retrieve their cars under the bright lights and then return the lights to the dimmer level.

This information shall be made a part of the building set of plans prior to issuance of the final building permit approvals. Prior to issuance of occupancy permit approvals, the applicant shall schedule an evening inspection by the Code Enforcement Division to confirm control of light and glare specified in this mitigation measure.

4.10.9 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-A

The proposed project will add urban land uses to an existing urban area that is built out. The only other project that would be visible in the area and possibly cause a cumulative impact is the proposed Zero Manufacturing/Ford site on the southwestern corner of Burbank and Victory Boulevards. However, the proposed projects, in combination, will change the setting from older urban use to newer urban use, at roughly similar intensities. This change is not considered significant in light of the in-fill nature of these developments.

4.10.10 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-A

Implementation of Mitigation Measures 10.1 through 10.6, requiring landscaping to buffer the visual change adjacent to residential areas, restrictions on night lighting, lighting impact controls, and the visual, building height, and light and glare impacts associated with the proposed project, will reduce impacts to below a level of significance.

4.10.11 IMPACTS - DEVELOPMENT OPTION D1-B

Development Components

The development components of Option D1-B are similar to D1-A, with the exception that the office use is reduced and a movie studio complex is added. A parking structure is proposed along the south property line of the B-1 site, similar to that proposed in Development Option A. The higher stage buildings are located interior to the site with office uses fronting on Empire Avenue.

Methodology for Visual Analysis

The methodology, visual distance zones, and visual character descriptions for this development option are the same as for Development Option A described in Section 4.10.4. Although actual conceptual simulations were not prepared for this option, the viewpoints discussed in Option A are used for comparison with proposed building elevations or development type for this alternative. The sensitive viewer groups are also the same as those identified for Development Option A.

For Development Option D1-B, Figure 4.10.17 shows the allowed maximum building heights and the proposed building heights for the studio component, as well as the location of the sections shown. Note that the proposed maximum building height for the studio component is 51 feet. The studio complex would be located on the westernmost portion of the B-1 site; the remaining areas would include retail, hotel, and auto sales components, similar to those in Development Option D1-A.

Visual Simulations Comparison

View A

This view on the portion of the property (see Figure 4.10.9) for Development Option D1-B would also be of an auto dealership, and therefore, the potentially significant visual impacts anticipated would be the same as Development Option D1-A.

View B

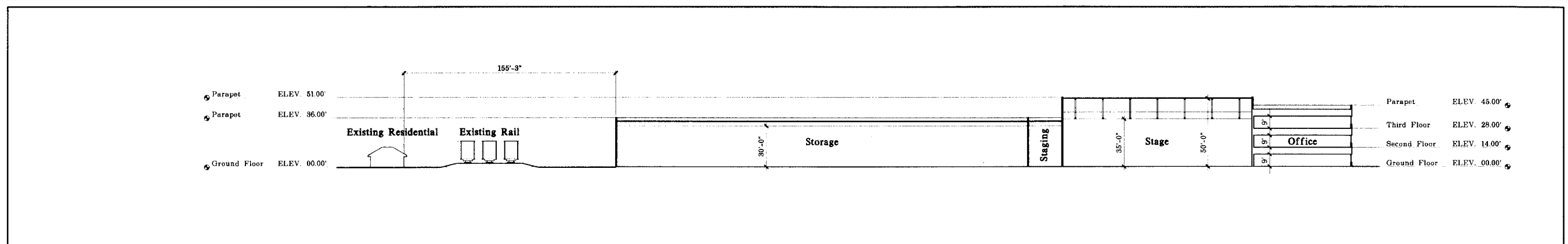
This view on the portion of the property (see Figure 4.10.10) for Development Option D1-B would also be of retail and commercial structures, associated parking, and ornamental landscaping. Therefore, the potentially significant visual impacts anticipated would be the same as for those identified for Development Option A.

View C

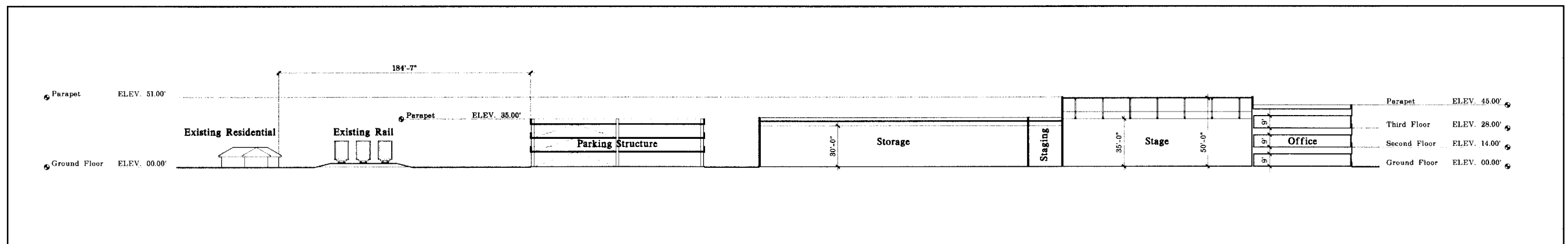
This view on the portion of the property (see Figure 4.10.11) for Development Option D1-B would also be of retail and commercial structures, associated parking, and ornamental landscaping. Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View D

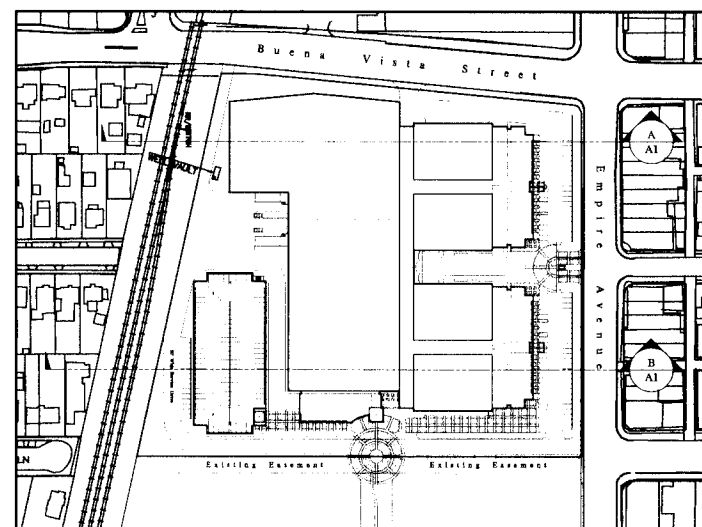
Instead of office structures, this view would be changed from an open unobstructed view of the nearby hills and mountains to views of a movie/television studio complex (see Figure 4.10.12). The addition of the urban features associated with the proposed project, as seen from View D, is not considered to be a significant impact. This is due



Section A



Section B
Conceptual Sections



Key Plan

Source: Bastien and Associates, Inc.

4/30/99(BUR730)

Figure 4.10.17

to the fact that viewer groups along Empire Avenue are commercial and industrial land uses, and passing motorists. These viewer groups were defined earlier in this section as not being sensitive viewer groups. Therefore, a change in visual character affecting these groups is not a significant visual impact.

View E

As discussed in View D, instead of office structures this view would be changed from an open unobstructed view of the nearby hills and mountains to views of a movie/television studio complex (see Figure 4.10.13). However, the addition of the urban features associated with the proposed project, as seen from View E, is not considered to be a significant impact. This is due to the fact that viewer groups along Empire and Buena Vista Avenues are commercial and industrial land uses, and passing motorists. As discussed earlier in this section, these viewer groups are not considered sensitive; therefore, a change in visual character affecting these groups is not a significant visual impact.

View F

As discussed in Views D and E, instead of office structures this view would be changed from an open unobstructed view of the nearby hills and mountains to views of a movie/television studio complex (see Figure 4.10.14). The addition of the urban features associated with this development option to the foreground would partially block the background views from View F.

Since the visual change (proposed project compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, and the proposed project will partially block the background view, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2. However, the severity of this impact is slightly diminished due to the presence of the existing railroad in the foreground of View F. In addition, the proposed maximum building height for the studio complex is 51 feet, which is less than the proposed maximum building height for the office complex (up to 100 feet) (see Figure 4.10.11). The significance of this impact is based on each individual viewer's preference as to what constitutes a visually pleasing view.

Less Than Significant Impacts

Visual changes to Views C, D and E related to the proposed development options compared to existing vacant conditions are not considered to be significant visual impacts because the change in the foreground view does not affect sensitive viewer groups, the residential neighborhoods to the south and west of the project site, and because there are no officially designated scenic vistas affected by this development option. Views C, D and E affect transient public views from major streets and do not change the views from residential properties or local streets. Therefore, no mitigation

measures are proposed. The significance findings are based on the criteria discussed earlier in Section 4.10.2.

Potentially Significant Impacts

Visual

The visual impacts resulting from Development Option D1-B would be similar to those described for Development Option D1-A. Visual changes to Views A, B and F, related to the proposed development option compared to existing vacant conditions are considered to be significant visual impacts because there is a substantial change in the foreground view of sensitive viewer groups (residential neighborhoods to the south and west of the project site). The finding that the impact is potentially significant are based on the criteria discussed earlier in Section 4.10.2. However, the severity of the impacts for Views B and F is slightly diminished due to the presence of the existing railroad right-of-way in the foreground of these viewsheds. As with Options A and D1-A, Mitigation Measures 10.1 through 10.3 are included to reduce visual impacts to below a level of significance.

Building Height Impacts

Development Option D1-B would result in similar amounts of structural development on the B-1 portion of the project site to Development Option D1-A, with the exception of the western one-third of the site, which proposes a movie/television studio complex instead of office uses. In addition, the proposed maximum building heights of the studio component would be less than the office complex proposed for the same portion of the site with the other two development options.

The building heights and impacts for the retail components of Development Option D1-B are similar to those discussed for Development Option D1-A above. The difference is in the westernmost portion of the B-1 Site, which is proposed for a movie/television studio complex. As shown Figure 4.10.11, the studio structures will be slightly less intense in building height, but slightly more intense in density. The proposed maximum studio building heights will approximately 51 feet; the proposed hotel heights will be approximately 85 feet or less, which may be visible behind the studio complex. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 51 foot buildings, with a potential for views of the hotel buildings. These visual impacts resulting from the proposed project will alter the foreground views from the residential areas. This type of impact is considered to be a potentially significant adverse impact based on the criteria discussed in Section 4.10.2.

However, the heights of the studio and hotel structures are generally less than the proposed maximum office building heights of between 70 and 100 feet for the other two development options. With implementation of mitigation measures, as discussed previously, the potential foreground visual impacts will be reduced by the breaking up of the overall view of large office structures through the use of landscaping.

Furthermore, when landscaping is implemented to minimize foreground views of structures, the visual impacts resulting from the proposed project are reduced to below a level of significance.

Light and Glare Impacts

Light and glare impacts associated with the retail and auto dealership components are the same as those identified in Development Option D1-A. The light and glare impacts associated with the studio use on the westernmost portion of the B-1 site would create a limited amount of new illumination. The new sources of illumination would result from the new studio building and related stage buildings, landscape and security lighting and signs. In addition, potential outdoor night filming may cause additional light sources. However, these would be used only on an intermittent basis. This new illumination from studio uses is expected to be minimal, as the primary use of the studio occurs inside the studios/stages, and there is limited area outside of the studio to film. If unshielded/undirected, building, securing and landscape lighting and lighted signs could impact residential uses across Buena Vista Avenue. With the use of light shields and lighting directed away from these residences, and with to the distance from the residences (across the railroad tracks), it is not expected that the new sources of light would create any significant adverse impacts to surrounding areas.

As with Option D1-A, this option will have increased light and glare impacts compared to Option A due to the addition of the automobile retail sales component, as well as the lighting of the parking structure along the south boundary of the B-1 site. Auto dealership lighting is generally more intense than other commercial uses, in order to showcase vehicles for sale. In addition, and electronic reader board sign is proposed to be installed so as to be visible from Interstate 5. The parking structure lighting combined with the lights of vehicles moving within the structure could have negative affects on residents living south of the B-1 site, if left unmitigated.

Implementation of Mitigation Measures 10.1 through 10.3 is included to reduce the potentially significant impacts associated with the retail and office uses proposed for the site to below a level of significance. Mitigation Measures 10.4, 10.5, and 10.6 are included to reduce the potentially significant impacts associated with the auto sales use, including the potential impacts of increased light and glare, to below a level of significance.

4.10.12 MITIGATION MEASURES - DEVELOPMENT OPTION D1-B

Implementation of Mitigation Measures 10.1 through 10.6 requiring landscaping and other visually buffering light and glare reductions will reduce the potentially significant impacts associated with the commercial, studio, and parking structure uses included in Development Option D1-B to below a level of significance.

4.10.13 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-B

The proposed project will add urban land uses to an existing urban area that is built out. The only other project that would be visible in the area and possibly cause a cumulative impact is the proposed Zero Manufacturing/Ford site on the southwestern corner of Burbank and Victory Boulevards. However, the proposed projects, in combination, will change the setting from older urban uses to newer urban uses, at roughly similar intensities. These changes, in combination, do not significantly alter the visual urban environment in light of the in-fill nature of these developments.

4.10.14 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-B

Implementation of Mitigation Measures 10.1 through 10.6 requiring landscaping to buffer the visual change adjacent to residential areas, restrictions on night lighting, lighting impact controls, and the visual, building height, and light and glare impacts associated with the Option D1-B project, will reduce impacts to below a level of significance.

4.10.15 IMPACTS - DEVELOPMENT OPTION D1-C

The methodology, visual distance zones, and visual character descriptions for this development option are the same as for Development Option A described in Section 4.10.3. A visual simulation for the B-199 site was prepared and is shown in Figure 4.10.9b. The viewpoints discussed in Option A for the B-1 portion of the site are used for comparison with proposed building elevations or development type for this alternative. The sensitive viewer groups are also the same as those identified for Development Option A.

Figure 4.10.15 depicts the portions of the project site to receive maximum building height changes for Development Option D1-A, which is the same for Option D1-C. This figure also depicts the location of the sections shown in Figures 4.10.16a and 4.10.16b; the sections in Figures 4.10.16a and 4.10.10b show the allowed maximum building heights and the proposed building heights for Option D1-A, which is the same for Option D1-C.

Development Components

The development components of Option D1-C include similar retail and office use specified for Option A as described in section 4.10.4. In addition to the commercial retail and office uses proposed in Option A, Option D1-C includes less office square footage. A warehouse club use is proposed for the B-199 site. This structure is generally taller than other standard neighborhood commercial buildings in order to allow for indoor storage of inventory. Potential visual impacts may be greater due to the service structure heights.

All light sources, including street lights, parking lot lights, and security lights with nonglare directional lighting and shielding, consistent with City regulations to ensure that there are no adverse fugitive light and/or glare impacts outside the project site.

Visual Simulations Comparison

View A

Instead of retail and commercial structures depicted in Option A, this view would be changed from the existing unobstructed view of the nearby hills and mountains to views of a retail warehouse use. As shown in Figure 4.10.9b, the retail warehouse structure would be surrounded by ornamental landscaping. The building height would be taller than the structures proposed in Development Option A. The addition of these urban features associated with Development Option D1-C to the foreground would still block the middleground and background views shown in View A (see Figure 4.10.9b). As shown in Figure 4.10.9b (View A - Option D1-C), views of the warehouse club would dominate foreground, middleground and background views.

Since the visual change (proposed development option compared to existing vacant conditions) is seen in the foreground by a sensitive viewer group, it is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2. This impact is considered significant because views of the sensitive viewer group would be substantially degraded due to the proposed structure dominated foreground views.

The visual impacts to the additional residents south of the B-199 site (south of Victory Boulevard) will be the same as those identified in Development Option A above. With the retail warehouse structure, additional residents south of the B-199 site will have foreground views (looking east) of the realigned Victory Boulevard, the retail warehouse gasoline sales use, and future parking for the retail warehouse. These visual impacts will be similar to those described previously for this development option. Therefore, the visual change from this area is considered to be a significant visual impact based on the criteria described earlier in Section 4.10.2.

View B

This view on the portion of the property for Development Option D1-C would also be of retail and commercial structures, associated parking, and ornamental landscaping (see Figure 4.10.10). Therefore, the potentially significant visual impacts anticipated would be the same as for those identified for Development Option A.

View C

This view on the portion of the property for Development Option D1-C would also be of retail and commercial structures, associated parking, and ornamental landscaping (see

Figure 4.10.11). Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View D

This view on the portion of the property for Development Option D1-C would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.12). Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View E

This view on the portion of the property for Development Option D1-C would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.13). Therefore, the less than significant visual impacts anticipated would be the same as for those identified for Development Option A.

View F

This view on the portion of the property for Development Option D1-C would also be of office structures, associated parking, and ornamental landscaping (see Figure 4.10.14). The proposed hotel site may be visible behind the front office buildings, but would be within the maximum proposed height of 100 feet. Therefore, the potentially significant visual impacts anticipated for Development Option D1-C would be the same as for those identified for Development Option A.

Less Than Significant Impacts

Visual Impacts

Visual changes to Views C, D, and E related to the proposed development options compared to existing vacant conditions are not considered to be significant visual impacts because the change in the foreground view does not affect sensitive viewer groups, the residential neighborhoods to the south and west of the project site, and because there are no officially designated scenic vistas in the vicinity that are affected by development of the site. Views C, D, and E affect transient public views from major streets and do not change the views from residential properties or local streets. Therefore, no significant impacts related to these visual changes are anticipated, and no mitigation measures are proposed. The significance findings are based on the criteria discussed earlier in Section 4.10.2.

Potentially Significant Impacts

Visual Impacts

The visual impacts resulting from Development Option D1-A would be similar to those described for Development Option A. Visual changes to Views A, B, and F, related to Development Option A, compared to existing vacant conditions are considered to be significant visual impacts because there is a substantial change in the foreground view of sensitive viewer groups (residential neighborhoods to the south of the B-1 site and west of the project site). The severity of the impacts for Views B and F is slightly diminished due to the presence of the existing railroad right-of-way in the foreground of these viewsheds. The finding that this would be a significant impact is based on the criteria described in Section 4.10.2. Mitigation Measures 10.1 through 10.3 are included to reduce visual impacts to below a level of significance.

Building Heights Impacts

With Development Option D1-C, the building density on the B-199 site would be more intense than the Development Option A; however, the B-1 site building density would be reduced by more than 526,000 square feet from the total square footage for Development Option A.

The building heights and impacts for the office and retail components for Development Option D1-C are similar to those discussed for Development Option A above. The difference is in the southeastern portion of B-1 Site and the entire B-199 site, which are proposed for automobile sales instead of retail use. As shown in Figures 4.10.16a and 4.10.16b, the auto sales component will be slightly less intense in building height and densities, although service bays along the west property line may introduce additional visual impacts. Also, the office complex density will be marginally less intensive (less square footage) than Development Option A. The proposed maximum office building heights will still be between 70 and 100 feet; the proposed hotel heights will be approximately 85 feet or less. Residential neighborhoods south of the project site near Buena Vista Street will have views of the 70 to 100 foot buildings. The visual impacts resulting from the proposed project will substantially alter the foreground views from the residential areas. This type of impact is considered to be a significant adverse impact because foreground views of the sensitive viewer groups are dominated by the proposed project.

However, with implementation of Mitigation Measure 10.1, the potential foreground visual impacts will be reduced by the breaking up of the overall view of large office structures through the use of landscaping. Furthermore, when landscaping is implemented to minimize foreground views of structures, the visual impacts resulting from the proposed project are reduced to below a level of significance.

Light and Glare Impacts

Development Option D1-C would result in similar amounts of structural development on the B-1 portion of the project site, with the exception of the eastern one-third of the site, which proposes automobile retail use rather than retail uses. The automobile retail use on the B-1 portion would result in increased light and glare effects compared with Option A. Mitigation Measures 10.5 and 10.6 are included to reduce light and glare impacts related to the extensive lighting system and the auto dealership light sources. Because Mitigation Measure 10.4 relates only to auto sales on the B-199 parcel, there is no need for this measure with Development Option D1-C.

Development of the B-199 site with a retail warehouse use would reduce light and glare effects compared with the neighborhood retail center. Although both types of uses would require lighting for the parking lots and building exteriors, the lighting required of a retail warehouse use is minimal. Mitigation Measure 10.3 is included to reduce light and glare impacts related to the retail warehouse use.

Significant Adverse Impacts

There are no significant adverse visual impacts that cannot be mitigated to below the level of significance.

4.10.16 MITIGATION MEASURES - DEVELOPMENT OPTION D1-C

Because there are similar impacts anticipated for the development of the office, hotel, and commercial portions of the site compared with Development Option A, implementation of the same mitigation measures identified for Development Option A (Mitigation Measures 10.1 through 10.3) is required to reduce the potentially significant impacts. In addition, Mitigation Measures 10.4 through 10.6 (identified in Section 4.10.8) would apply to Development Option D1-C to reduce light and glare impacts associated with the auto dealership component on the B-1 site.

4.10.17 CUMULATIVE IMPACTS - DEVELOPMENT OPTION D1-C

The proposed project will add urban land uses to an existing urban area that is built out. The only other project that would be visible in the area and possibly cause a cumulative impact is the proposed Zero Manufacturing/Ford site on the southwestern corner of Burbank and Victory Boulevards. However, the proposed projects, in combination, will change the setting from older urban use to newer urban use, at roughly similar intensities. This change is not considered significant in light of the in-fill nature of these developments.

4.10.18 LEVEL OF SIGNIFICANCE AFTER MITIGATION - DEVELOPMENT OPTION D1-C

Implementation of Mitigation Measures 10.1 through 10.6 (excluding 10.4, which is not needed under this option), requiring landscaping to buffer the visual change adjacent to residential areas, restrictions on night lighting, light impact controls, the visual, building height, and light and glare impacts associated with the Development Option D1-C project, will reduce impacts to below a level of significance.